



Every single immigrant is part of a larger history that needs to be communicated in all its ambivalences and complexities – Jim Goldberg



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Coming to America- 1852

JOHN LOVENBURG – (JAN PUMRLE) 1827 – 1909

Several of my German ancestors and their wives made the trip from Germany to America in the 1850's. They mainly seemed to leave the port in Hamburg, Germany then to America. At least the passenger lists I have found so far, but, there are still a couple who elude me. I have always been curious about the crossings that they made.

Most of us have had an ancestor or two that immigrated to America via ship. Have you ever wondered what it may have been like for them? What kind of experiences did they endure along the way? How did they settle into life after arriving?

Thanks to Adela Covey who has offered her great-grandfather, John Lovenburg's journal for publication in the Mesa Dwellers Quarterly, so that we may read of the experiences he had in his travels from Bohemia to America. She hopes that it will open a small window for us so that we too might have an idea of what our ancestors may have gone through and what it would have been like to travel by ship from Europe to America in 1852. John Lovenburg was an educated man and this journal is an account written with an interest in all that was happening around him during his travels and experiences on board the ship, what transpired along that voyage and glimpses of his struggles after his arrival in America with starting a new way of life. It starts in 1852 and continues to 1887.

Frantisek (Franc) Pumrle and Katerina Barboa Czermak in Vysoke Myto, Vysoke was also known as Hohenmath while under German rule.) Chrudim, Bohemia. He died 7 January 1909 near Narka, Republic County Kansas. His name at birth was Jan Vojtech Pumrle. The Catholic Church records him as Joannes Adalbertus Pumrle.

John Lovenburg was born 24 April 1824 to Jan Pumrle name eventually became John Lovenburg. The ship and his citizenship papers list him as Jan Pumrle, but in the 1856 Iowa State census he is listed as John Lowenburk and all succeeding census list records were various spellings of John Lovenburg. The name Lowenburg may have come from his journal which showed "Jan Pumrle z Lowenburku", "z Lowenburku" translates to "from Lowenburk".

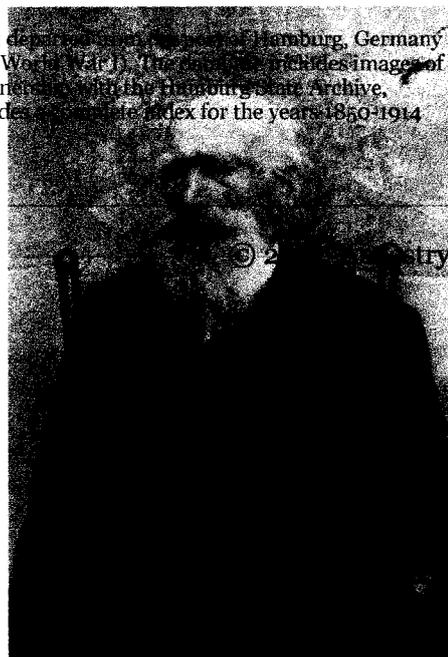
John left Bremen, Germany, boarding a two masted ship named "THE JASON" on 1 June 1852, departing the next day. It arrived in the Port of New York on the 9th August 1852.

From New York he went to Buffalo, New York, he then traveled and worked in Hamburg, New York for about two months, and from Hamburg returned to Buffalo. He was unable to make a living in Buffalo and went to work on the building of a railroad in Canada. After a short time, John went back to Buffalo and from there moved to Tama Co., Iowa.

John's first wife was thought to have married while in Buffalo, New York. She was born in 1834 in Drasetic, Bohemia and died 17 September 1859 in Tama County, Iowa. John and Ruzena, moved to Tama County, Iowa in 1856.

Description:

This database contains passenger lists of ships that departed from Hamburg, Germany from 1850-1934 (with a gap from 1915-1919 due to World War I). The data includes images of the passenger lists digitized from microfilm in partnership with the Hamburg State Archive, available here for the first time online. It also includes a complete index for the years 1850-1914



John Lovenburg circa 1905



John and Mary (Kasl) Lovenburg circa 1860

John married his second wife, Mary Kasl – Karl, 1 April 1860 in Tama County, Iowa. Mary Kasl was born 21 July 1843 near Pizen, Bohemia and died 6 December 1920 near Narka, Republic Co., Kansas. John and Mary, moved to Benton, Co. Iowa in 1864, and in 1870 they then moved to Fairview Township, Republic Co., Kansas where they homesteaded. In 1882 they moved to New Tabor, Fairview Township, Republic Co., Kansas where he was appointed deputy post-master. John and Mary had eleven children, eight of which survived into adulthood.

John and Mary and are both buried at New Tabor Cemetery, Republic Co. Kansas.

Journal of Jan Pumrle z Lowenburku to Western America from the Kingdom of Bohemia, town of Vysoke Myto, 1852

An Account of the Journey to Western America as written by Jan Pumrle z Lowenburku – John Lovenburg

The journal was originally written in Bohemian and Adela Covey had the journal translated into English. I have transcribed the translated journal as Jan Pumrle z Lowenburku wrote it, not correcting any words, etc. so that his own story is told in his own words.

June 1st, 1852 - On the afternoon of June 1st, 1852 we loaded out things into a two-masted ship, which left with us at 5 o'clock on the morning of the 2nd and brought us down the Weser river to the seaport of Bremerhaven, where we remained until the 4th, during which time nothing was yet being cooked and we all had to get our food from the emigrant's house where, for a small fee, emigrant – that is those who arrived ahead of time – also receive lodging for 15 (groschen?).

June 4th – On the 4th, at 2 o'clock in the afternoon, our ship was the "Jason", which had 21 sails and was 180 feet long and 26 wide. Its height was 22 feet in the water and 16 feet above water. The height of its masts from the deck of the ship to the top was about 20 fathoms, and it carried about 200 passengers, that is, 168 below deck and the rest in cabins.

June 5th – We see Hannover on our right side and Oldenburg on the left, in which places we stayed until 4 o'clock in the morning.

June 6th – At 9 o'clock in the morning, we traveled around a small island, which came up along our left side and which was without trees and hills. Along it stood 2 illuminated ships and at its head there was a lighted tower, next to which we saw another 2 similar to the first ones. But there were 7 of them in all which were quite similar to each other, and looked like some kind of fortress of fence since they were standing close to each other. On the same day, we stopped from 10 o'clock in the morning until 3 in the afternoon, because an unfavorable wind did not allow us to go further, since many sunken ships already lie among these islands and it is very hazardous in these places. That's why an experienced navigator, who is called the "Lutzer" ("*Lutzer*" is a misspelling of the German word "*Lotse*", which is generally translated as "ship's pilot".) always accompanies every ship, for which journey he receives 40 dollars from the shipmaster. On the right side there are beacons in the form of little towers. Around 6 o'clock in the afternoon, I saw 2 red poles on the left side and behind them an island without hills and trees. On this day at 1:10, the first sea fog came, which was so thick that one couldn't see anything 10 steps away.

June 7th – We traveled along the Dutch coast as many as 7 miles.

June 9th – At 9 o'clock in the morning, we got a moderately strong wind, and on this same day we were about to sail around Scotland because, due to the disagreeable winds, we were driven 32 miles off course. Then on Thursday, which was the feast day of Corpus Christi, we got wind from the side so that we only went along one side of the ship. It was so horrible that we all trembled and expected that our ship would soon capsize. The water was already splashing into the ship on us.

June 11th & 12th – Similar wind on the 11th and on the 12th, the wind died down a little, and on this day we saw a whale, and at the same moment a sea dog or seal swam around the ship.

June 13th – On Sunday, at 8 o'clock in the morning, we found ourselves near the English Channel, so that we saw England on the right and France on the left, and we were able to make out hills and fields quite clearly. Around 2 o'clock in the afternoon, we were 1 ½ hours from the French town of Calais. Here we saw a large piece of land with high hills and green fields. From there, we turned away to the right towards England, and here we saw high chalk hills, a little town, and on one hill a shining tower. This evening I stood for a long time on the deck and looked at the sea lights, which illuminated the Channel.

June 14th – At 8 o'clock in the morning, a little cloud rolled in with such a cold wind that rain with snow fell. Around 10 o'clock, I saw the Point of France where the Channel grows wider by far, and on which stands a shrine in the form of a tower and one tree. At 12, we found ourselves back by the English coast. Now we thought that we were out beyond the narrows, but what a shock it was when we saw this same town of Calais and the shrine 3 more times before evening. Every time we were about to enter into the Channel, an adverse wind turned us back and we had to turn around again. On the same day, around 4 o'clock in the afternoon, an English ship came when they saw us. For a few days already, our captain has wanted to enter the harbor in Dover, which our shipmaster did not want to do, because if they went into the harbor the money of the poor would

have to be collected.

June 16th – Not until the 16th, at 1 o'clock in the morning, did we enter into the Channel. In the morning, milder weather followed us, and at times we saw England on the right and France on the left. Through the whole Channel we had strong wind so that we had to go from one coast to the other.

June 20th – At 8 o'clock in the evening, we went around the Isle of Scilly, which was on the left side about $\frac{1}{4}$ of an hour away. On this island, on one hill in the front, there stands a shining tower. Farther on, on the other side of another island we went around, that island has three sections, which I observed very well in the rainy weather. The island consists of nothing but rocks. At present nothing can be seen other than black of green cliffs, much less any sort of tree or human dwelling.

June 21st – At 3:30 o'clock in the morning did we leave the Channel in very unfavorable weather.

June 23rd – At 3 o'clock in the afternoon, we saw our first two big groups of sea swine (i.e. porpoises), which swam on the surface of the water.

June 24th – On the evening of the 24th, we got such bad wind that it tossed us about like some kind of ball. The ship was tossing it self roughly from side to side, and was taking on water. The waves dumped a remarkable amount of water into the ship and under the cover, and threw trunks and cases to and fro. People were throwing up, lamenting and expecting that a watery grave would soon open up and everyone would be lost with the ship.

June 26th – At 8 o'clock in the morning, we saw to the right and in the distance a column in the form of a tower, which I am not able to describe further because of the great distance. On the same day, at 3 o'clock in the afternoon, a large number of sea swine (i.e. porpoises) swam around the ship. Our shipmaster climbed down under the point of the ship on a chain from the point that was set up for this, expecting to catch something. After some time, he succeeded in spearing one, and we pulled it up onto the ship with a rope. It was as much as 3 ells long. ("Ells" - An ell (from *Old Germanic* *alinâ cognate with Latin "ulna") is a *unit of measurement*, originally a *cubit*, i.e., approximating the length of a man's arm from the elbow ("elbow" means the bend or bow of the ell or arm) to the tip of the middle finger, or about 18 inches; in later usage, any of several longer units. In English-speaking countries, these included (until the 19th century) the Flemish ell ($\frac{3}{4}$ of a yard), English ell ($\frac{3}{4}$ yard) and French ell ($\frac{3}{4}$ yard), some of which are thought to derive from a "double ell". Definition found 27 Jan. 2014 on <http://en.wikipedia.org/wiki/Ell>.) Its color was black on the back and white on the belly. It had a large head, and its snout was as much as $\frac{3}{4}$ of an ell long. On one jaw there were 86 teeth, which were as much as $\frac{1}{2}$ of an inch long, and – as with snakes – one fit between the other. Its weight was as much as 1 $\frac{1}{2}$ centners. ("Centners" a. – A unit of weight in Germany and Scandinavia corresponding to the hundredweight and equal to 50 Kilograms (110.23 pounds). b. – A unit of weight in part of the former Soviet Union equal to 100 Kilograms (220.46 pounds). Definition found 27 Jan. 2014 on <http://www.thefreedictionary.com/centner>.) The thickness of the fat, with which it was covered, was up to 1 inch. Its fins were so thick that they were certainly a wonder to a fish. The meat was dark red, the blood warm and as red as roast pork. The skin was smooth and without scales, and was easily penetrated with razors. They cut strips all over the whole thing and pulled them off. They again cut these up on chopping blocks for cooking. Its body was warm so that when we gutted it like a hog, it steamed. As for the quality of the meat, it tasted like a leg of beef that had been roasted well for a long time. In all other respects, it was like our pork..

June 29th – We were followed by such terrible storms that I saw the sea like I had never seen it on the whole journey, for the waves rose as high as the ship. The surface and high level winds were great, and thus we rocked from side to side frightfully. During the whole day, we covered as much as 5 miles thinking that the waves would capsize the ship. (?) could turn upside down, but it cannot happen when it does not come from a side; waves as tall as high hills came under our vessel and it still climbed them one by one. It could only happen if big waves knocked the vessel from a side and it had not its weight, and if the vessel was anchored, waves would easily break it to pieces.

July 2nd – I heard a storm ringing, however, it was only three times lightning and twice thundering, I did not hear more because of the thundering waves of the stormy sea and beating sails being tossed around a lot.

July 3rd – A little cloud with rain appeared from the south at about 11 pm, and when it got to the medium height, such a stormy wind suddenly broke out that it immediately tore up the third sail in the bow of the ship, and persons who were standing on deck without holding tight were knocked down, and thrown far away. All sails were immediately taken down, and only the torn one was shaking in the wind. If someone had seen our vessel at that moment, they would have said that it looked like a burnt out house. But the storm and downpour disappeared in a quarter of an hour. It is true that the sea began to rise more and more

about 3 pm, and about 5 pm it made waves as long and tall as a whole row of houses in a street and they threw our ship around like a ball – they now threw it up high, and in the next moment, we were surrounded with waves like Brandejs between the cliffs; and there still was no sea storm which would have been even worse. The violence of the wind was indescribable, I can just add that when I came on deck to better observe the stormy sea, I could not stand the violent wind; had I stayed there any longer, I would have been stifled. No one turned up there on that horrible night except for waiter Steierman, sailors, the captain, and two Czechs, namely myself and Anton Ferdinand from Hermanuv Mestec; all the others were desperately holding tight to beams or beds or praying, some of them knew less than a tenth of what was happening on board, they only hear waves beating against the vessel, chests moving all around the whole vessel and boards terribly creaking. At about 2 am, such a strong wind began to blow that we had to take off all sails, just one “Schturm” (storm) sail remained on each mast which looked very sad. Let me in brief explain what “Schturm” sail is: In every sail there are three rows of ropes run through it an ell or more from each other and about an ell long. The sails can be made larger or smaller with them as required. When a strong wind comes, they are bound to the last ropes and that is why they are called “Schturm” sails for the wind could easily knock them over if all sails were up. I can hardly describe how it swung us about when I assisted with removing these sails; I can only say that all of us on the line holding the rope were knocked down three times and got wet to the skin because the ship took water over its bow; it was already high time to move the sails. When the red and yellow moon came out of black clouds on that fatal night, it was even worse to watch the horror. The moon had set and the sun rose but the day was just like night because the storm lasted for 20 hours in all.

July 15th – We saw a great deal of matter floating in water, it looked like some mussel. Everyone wondered what it could be, inclusive of myself; so we stretched an apron in the evening, stuck it to a hoop making a wheel, bound it to a pole and managed to catch some of them. When I watched that material, I saw an astonishing fish looking like jelly; about 3 inches long, about 1 ½ in volume; on both sides it had two blue stripes approximately at the middle of body; bowels were yellow, and when it swam in water, the material looked light blue and the stripes and bowels made it look like a star; its head was big, body short and rather wide, in the back it was grown together and there was a hole through which water is ejected. On that same day, we saw some pieces of fish the color of which was changing in water, only in the shade they were black but on the land their colors were like a rainbow; their fins were 4 or 5 inches long and wide.

July 16th – We got such a poor wind that we were totally motionless. On that same day, I saw some fish long about 6 or 8 inches that flew out and were able to fly above water quite far; their color was like pure silver so they shined and glittered; their fins were as fairly long wings, I saw. We held a sea ball on that night; although the band only consisted of a violin and an accordion, the ball lasted until dawn. I observed some bright glittering in water that night which was nothing else but that matter mentioned above.

July 18th – A boat was launched and bound to the vessel’s stern; our captain, Anton Ferdinand and I entered the boat and took a bath in the sea around the boat. At that time, one of the sailors caught a bladder floating along that I had seen every day; he caught it carelessly and it squeezed his arm which in a moment swelled like a pitcher. The bladder looks like 3 or 4 big carps (or three quarters of carp – it is unclear), with the exception that it has a crest all around, similar to cock’s one and about 1 ½ inches tall, and below, plenty of members hang that look like narrow guts and are from 3 to 6 inches long; there are so many of them that it is hardly possible to count them. On that same day, I stood on a cabin, and looking down I saw the first sea stars (Der stern?) that consist of about sixteen or eighteen connected five-leaf flowers, like a twined garland. Those flowers look like wild asters but they are of different colors. When such a sea star arrives at a shore, it rises and turns around so fast that the whirl sucks mosquitoes and flies and it eats them.

July 19th – At about 7 pm, a cry was heard in the vessel that one of the large sails is burning. In fear we rushed upstairs and got totally frightened when we saw the largest and most important sail on the front mast burning which was foretelling ruination to us. However, we were lucky enough to extinguish it in a moment. It was just after the ball when sleepy sailors spread out the sail on the kitchen chimney; in the morning, the cook did not take notice of anything, made a fire and the sail was burning in a minute. Since it was extinguished in time only three big holes remained as a memento of the danger which had threatened the whole vessel.

July 21st – In the evening, the baby born aboard ship died; the body was bound to a bag with sand and silently thrown in the sea on that same evening.

July 22nd – A large number of fish swam along the vessel. We can estimate their number at several millions for such a run can be as much as 20 to 50 miles long and equally wide. We caught 54 pieces of them with bent nails and fish-hooks; we got one dolphin among them that is green and in water so bright that eyes are dazzled with its shine. When being prepared for meals, it must be first tested with silver; it is done this way: we cut a hole in its flesh and put something silver in it; when the silver gets

black, it is not edible, but when we find the silver clean, it can be prepared for eating. Its flesh is white and very delicate. On that same day at 10 am, we saw something swimming in a distance which looked like a big fish; we looked at it surprised for a long time but we could not recognize what it could be until in about two hours it came close enough and we recognized it as a lost boat from a wrecked ship. Our sailors immediately started to lay hold of it, and after quite a lot of effort, they managed to pull it to our vessel. When they poured water out of the boat, I saw a large number of fish of different sizes from 4 "lots" ("Lots" - *A lot is an old unit of weight used in many European countries since the Middle Ages until the beginning of the 20th century. Most often it was defined as either 1/30 or 1/32 of a pound (or more precisely of whatever mass value one local pound had at the time). Recorded values range from 10 to 50 grams. Definition found 27 Jan. 2014 on <http://en.wikipedia.org/wiki/Ell>).*), up to 1 meter and as black as coal. The so-called "kaprina's arms" were among them, they look like a big cross spider a large number of which I collected and preserved in spirit and my compatriot Adalbert Slechta of the town of Chrudim mailed them to Bohemia to a physician of Chrudim.

July 30th - At about 1 am, the fourth sail fell down from the central mast with a strong roll. On that we saw about 20 pieces of fish, so-called "Nord Karpfen") the length of which is about 50 or 60 feet, color is dark green, head like a big barrel. They moved gently not very far from us, and according to them, I forecast an early storm to the whole vessel. The storm indeed came true at four and lasted until 2 am. Then the wind quite calmed down and we had a convenient navigation.

August 1st - we got into a thick fog which is constant, for America is surrounded with it like with a curtain.

August 2nd - In the morning, we had to hoot the siren to avoid bumping into other possible vessels that might be near because we could not see further than 100 yards from our vessel. And indeed, we heard a similar sound from the western side. At about 11 am, a big English vessel turned up. Flags flew from the masts of both vessels at once. The English vessel sailed around us as long as it got just about 50 yards from ours and then both captains started talking with speaking tubes. The other vessel had been on the sea for 50 days too. After the chat, a band started playing on the English vessel and ours answered them straight away and the vessels took leave of each other with loud hooting and waving scarfs.

August 8th - At 8 o'clock in the morning, to our great joy, we first saw the American coast.

August 9th - As early as 7 o'clock in the morning, we received a ship's pilot, and were already near our desired destination. Around 12 o'clock, a steamship came which accompanied us into the harbor for 80 dollars. When I came into the channel (canal), I indeed admired its beauty and splendor, for everyone thought that they were entering paradise on earth. Everyone was astonished by the various summer houses, attractive groves, beautiful high cliffs, small fortresses, pleasing little houses scattered here and there, wide water (as much as ¼ hour's journey across), steamships of various kinds moving to and fro, etc. Amidst all of this admiration, we entered into the harbor at 3 o'clock in the afternoon. The harbor of New York is very wide and long so that all ships from everywhere in the world can get in, for 50 to 60 ships arrive in this harbor daily and as many again depart. The city of New York is situated on a small elevation away from the harbor. The houses are in part made of bricks and in part built of nothing but boards and the rather large streets of the city are partly paved and partly muddy. The city is remarkably high and is surveyed at 15 English miles. Business thrives here, as in all America, most remarkably, for everything is distributed to all other areas from here. As many as 1,500 vagrants are also found here, who support themselves through robbery and don't want to do anything else. They even have their own captain, and if war will come, they must go forth into battle. Here, around 5 o'clock in the afternoon of the same day, we loaded our things onto a large steamship and set out down the channel to Albany, where we arrived at 4 o'clock on the morning of August 11th. Here again, we traveled for 2 days and nights around the Canadian lakes to Buffalo. The city of Buffalo is excellently built, although it still has plenty of small and wooden houses. However, there are rather remarkable buildings here as well. Especially noteworthy is the American hotel ("hospoda"), as well as many churches of various denominations and also of great size and beauty. Main Street ("hlavni ulice") is about two hours long and set up in such a way that every street in the whole city looks onto it. No less than 430 shops of various kinds are found on this street. This city lies on Lake Erie. It has its own beautiful harbor in which are found a large number of rather large steamships. Yes, I can say that they are more remarkable here than in New York. One ship here is especially noteworthy, as it is the largest known ship in the whole world. It takes up three berths, one next to the other, and is as much as 220 paces long. As we gather our things here, our fellow countrymen were already welcoming us, namely Luzecky, Gerle, Pasola and Andrle.

August 20th - I now stayed here for 11 days. From here, I moved to Hamburg which is 11 English miles away. I was there for a full two months, although I went through the most discouraging and most melancholy times there, for as early as the first month, namely on the 21st of September at 8 o'clock in the evening, after leaving work, I dressed myself in black clothes, wrote a letter to Father in Europe (which I locked in my trunk), and loaded two pistols. I went out for a walk. I thought about my

with heartfelt pain, wanting to surrender my soul to Him. Help, however, came to me from Him, namely another thought that everything was not yet lost for me. I fired both shots into the air and left for home. After two months, I quit work, returned to Buffalo, and took up residence here with my fellow countryman Petran from Zamrsk. With some difficulty, I started up a business with a little money.

April 8th, 1853 – I carried on my trade, into which I put everything and still it ran into debt. On the 8th of April, at 10 o'clock in the evening, we boarded a large ship, on which we went to Canada. We went on Lake Erie. At about midnight, a loud crash was heard which was caused by a large quantity of ice that fell from the upper lake over Niagara down into the lower lake.

April 9th – We got some turbulent weather so that the steamship rocked beneath us and it poured rain, and many people threw up violently, especially those who were little accustomed to the water. On the same day, at about 8 o'clock in the evening, we arrived in Detroit. We stayed here throughout the night, and at noon on the next day, namely the 10th, we boarded another steamer on which we went over Lake St. Clair to the Canadian side. Both of these lakes are so big that one can't see from one shore to the other. About 3 hours journey on the latter lake and about ¼ hour from the border, a railroad is being built, which consists of nothing but wooden tracks and which will stretch from Detroit through Canada. On the evening of this day, we reached the Canadian shore, where we landed, and had to go about 2 surveyor's miles farther. After a 3-hour journey, they put our things into a rather spacious cabin which was rather poorly kept. This cabin was our inn, in which we daily had both salted pork and beef in abundance. A few paces away from this cabin, in the water and mud, a railroad was being completed, on which I had to work. Since, however, it rained for almost a whole week, no one could do anything. After a few days, some more of our fellow countrymen came, and they got to work right away the next day, and how! I was among them. I eagerly took hold of my shovel, up to my knees in stinking mud, the stench of which almost took my breath away. It attacked my senses, but grew fainter in a short time. As usually happens to one who had never done such work, I threw down my shovel and grabbed a wheelbarrow, thinking I would make things easier for myself. But I did not find relief here either. I overturned the wheelbarrow again and again, and after scarcely more than 3 hours of new work, I left in pain. I fell onto my rather miserable bed and was ill for almost 5 days, and I made up my mind not to do any more such work, even though I would have to go from house to house.

The soil in these places is black, loose and fertile, but only about 1 foot deep. That is followed by (?), which strange beasts have dug down into as much as 1 ½ fathoms. The surface of these places is very low-lying, swampy and unhealthy, for in these places the ground is at most two feet above the surface of the water. The rest of the region, as much as 15 English miles in length and 8 in width, is inundated with water. Only in the shallow places there is high grass, in which a great number of waterfowl of every kind dwell. In the water, there is a multitude of fish and crayfish, as well as various strange aquatic creatures. However, where the land rises out from the water there is an amazing multitude of rather large snakes. One day namely on Sunday, some of us went out on a walk, and in one place, a field of about 3 acres in size, we killed 75 snakes of various sizes, which – so it seemed – couldn't flee very quickly. I don't know whether that was due to fainting fits, the beginning of spring, or whether it was simply their nature. Otherwise, as far as the human eye can see, there is nothing other than water, mud and here and there the scattered homes of poor farmers who lead a rather sorry existence here and are in part Frenchmen. There are also excellent oak forests on little hillocks all around, into which no human has yet set foot on account of the water and mud. The drinking water is so bad, soft and cloudy. The wells here are up to 4 feet deep, and when one takes water from them, one must let it stand for a short time so that the mud will settle in the bottom. If one drinks it when it's still cloudy, it is feared that putrid fever might ensue, especially among those who are not used to the water.

April 26th – After 16 days of idleness, leaving some small things for my fellow countrymen, I went away to the Canadian market town of Chatham, which was about 16 English miles away, to work for a black man and after 14 days, came back again. Since I did not have my own tools, I had to leave. The market town of Chatham is up to two fathoms above the surface of the water and lies on a river which runs a rather long distance through Canada. The steamship, however, doesn't go any farther than to the aforementioned market town, which numbers 300 houses, more or less, and is mostly occupied by blacks, so that one can say the white men – who are Frenchmen and Englishmen – are the minority. The soil here is black and fertile, there is a lot of oak forests, and it is still possible to buy a forest for cultivation here at a low price. One acre here costs from 2 to 10 dollars.

May 12th – I boarded a steamship which took me over Lake St. Clair to Detroit on the evening of the same day, and on the next day I set out for Buffalo.

May 23, 1853 – In Buffalo, at half past five o'clock in the afternoon, a building that was 4 floors high (collapsed?) so that only the front facing Main Street remained standing. Around 25 people were trapped in the building, 1 of whom walked away completely unharmed, and 7 of them were found seriously injured, and the rest were all dead. (*remainder of page not translated*)

July 1853 – Towards the end of the month, three Germans went over Niagara Falls in a boat. I can't say whether it was on purpose or whether they were drunk, only that they set out downstream too far so that the current carried them away, and – to their horror – took them between the rocks protruding from the water to the formidable waterfall. At this time, the force of the water violently dashed the boat into the rocks, and at that moment the abysmal waterfall swallowed up two of them. The third, however, grabbed onto a protruding ledge near the overturned boat and held onto it from noon of that day until noon of the next day, calling for help constantly during that time. However, no one wanted to risk their own life for him. A telegraph was sent to Buffalo right away, and from there an air balloon was sent by railroad... (untranslated passage)... an unpleasant wave, and the unfortunate soul was deprived of his last recourse and was carried away to a horrific waterfall. He showed up here below the waterfall for several days. Sometimes his whole body would emerge from the rolling water so that he could be plainly seen, and then again he would submerge into the crashing waves.

April 7, 1854 – In the evening, the abolition of temperance was celebrated in Buffalo, (untranslated passage) the whole procession went from (Genese?) Street to Main Street, and from there through many streets, with three musical groups and many banners.

July 10, 1855 – We left Hamilton, Iowa.

July 17th – We arrived in Iowa City.

December 20th – Frantisek (Rukavickar?) came from Musil to me.

March 26, 1856 – Building began.

April 20th – We moved into our house (in the country?).

June 20, 1859 – Frantisek (Rukavickar) went away to (Heisom).

September 17 – At 3:30 in the morning, my wife, born as Rosena Marie (Bud...?) z Drasetic* a (Seld...?) died. (**The phrase "z Drasetic a (Seld...?) Could be part of a noble surname or could mean "from Drasetice and (Seld...?)"*)

April 1, 1860 – I took a second wife, Marie Kasl.

May 31, 1861 – At seven o'clock in the evening, Otokar Premisl was born. The planet on this day was in Pisces. He weighed 4 ½ lbs. at the time of his birth.

June 2, 1863 – On the farm, Tama Co., Iowa. At 11 o'clock in the evening, Vratislav Radislav was born. The planet on this day was in Sagittarius. He weighed 8 lbs. at the time of his birth.

February 3, 1865 – West Irving, Iowa. At 1:56 in the afternoon, a daughter Libuse Malinda was born. She weighed 9 ½ lbs. at the time of her birth. The planet on this day was in Capricorn.

May 14, 1867 – Belle Plaine, Iowa. At 3 o'clock in the morning, daughter Vlasta Ruzena was born. The planet on this day was in Libra.

July 19 1869 - Belle Plaine, Iowa. Son Cirus (Cyrus?) Zdenek was born at 8:45. He weighed 10 lbs. 4 ounces at the time of his birth. The planet on this day was in Sagittarius.

1870 – We moved to Republic Co., Kansas in 1870.

September 14, 1872 – Son Jaromil (changed to Jaromyl) was born at five o'clock in the morning, and weighed 9 lbs at the time of his birth. The planet on this day was in Capricorn.

March 9, 1873 – At 1:15 in the morning, daughter Vlasta Ruzena died after three days of illness in Republic Co., Kansas.

April 5, 1874 – Eduard was born at 6 o'clock in the morning. The planet on this day was a Scorpio? He weighed 9 lbs. at the time of his birth.

June 25 1877 – Son (Milek?) Karel was born at 3 o'clock in the morning. Republic Co., Kansas.

July 1, 1879 – Son Bedrich was born. Republic Co., Kansas.

June 6 1883 – Daughter Berta was born; died 9 September 1884.

November (11 or 14?) 1884 – We moved from New Tabor in Kansas to Nebraska on a farm.

September 23, 1887 – At 10:30 in the morning, Berta the younger was born on the farm near Hubbell in Nebraska. *(This was the last entry in John Lovenburg's Journal.)*

John Lovenburg's biography information, pictures, journal, and recipe reprinted here with permission from Adela Covey, 22 January 2014.

Sources: "Nebraska and Kansas Czech Settlers" By Margie Sobotka

Researched by Duncan B. Gardiner, Ph.D, Cert. Genealogist; Lakewood, OH 44107-1533

"Journal of Jan Pumrle z Lowneburku"; was translated by Omega Trans. Svc's, Ia. And completed by Duncan Gardiner of Lakewood, Oh for Adela Covey.)

Map of Czechoslovakia which is composed of three district regions, Bohemia, Moravia and Slovakia.

Vysoke Myto from which John Lovenburg immigrated from is shown on the map in red



Websites that may be helpful in researching Immigration and Passenger Lists, etc.

The National Archives has help with finding immigration records and ship passenger arrival records, intro and links:
<http://www.archives.gov/research/immigration/>

Family Search Learning Center, has training videos on immigration and also has it broken down into the different countries.:
https://familysearch.org/learningcenter/results.html?fq=subjects_en%3A%22Migration%20and%20citizenship%2F%22

Steve Morris site contains tools for finding passenger lists, ships, immigration records, and a host of other information and applications. <http://stevemorse.org/>

Cyndi's List: Ships and Passenger Lists. <http://www.cyndislist.com/ships>

Family Recipe

Adela Covey shares with us the recipe for Potica that her family makes every year at Christmas. Adela first learned of the recipe from some of her husband's school friends who came from the Globeville area in Denver, Co. and it was a community of Polish, Bohemian and German, etc. Adela first started making Potica's about 1950. We thank Adela and her family for sharing this recipe with us. Potica is a traditional Slovenian holiday cake. It is yeast-raised dough rolled around a variety of fillings – sweet or savory. Its name derives from the Slovenian work potivi, which means “to wrap in”. Every family has its favorite recipe and a walnut Potica, the most popular kind, it can vary from one household to the next.

Potica

1 cake yeast
3 eggs
2/3 cup lukewarm water
6 cups flour
1 cup milk

1 cup sugar
½ pound of butter
¾ tablespoon salt
1 tablespoon lemon extract

Dissolve yeast in lukewarm water. When yeast begins to float to top and is thoroughly dissolved, mix in 1 dup flour. Set aside to rise for at least 1 hour. Beat eggs well, scald the milk and melt the butter. Add these with the salt, sugar and lemon extract to the yeast mixture, mixing well. Add remaining flour and knead lightly. Brush top with melted butter, cover and set aside to double in bulk in a warm place.

Filling

1 pound shelled English Walnuts or Pecans
1 cup honey
2 egg white's
2 egg yolks

2 teaspoons cinnamon
2 teaspoons vanilla
1 cup cream
½ teaspoon cloves

Grind nuts fine. Heat the honey and cream. Whip egg whites stiff. Mix nuts with the honey, cream and vanilla and fold in egg whites. Beat egg yolks; add cinnamon and cloves (extra cream can be added if not enough to cover). Keep the egg yolk mixture separate.

Roll dough on floured board or cloth as thin as possible without breaking. Spread egg yolk mixture over entire surface of dough, and then repeat with nut mixture. Roll as for jelly roll into one long roll. Put into well greased tube pan, or cut and put into metal loaf pans. Set aside in warm place to rise until double in bulk. Bake at 350 degrees for 1 to 1 ¼ hour.

MESA DWELLERS

The Mesa County Genealogical Society, established in 1980, is a 501(c) 3 non-profit organization.

From the Editor

I have just a few items to mention this time around. If you haven't already noticed, I rearranged the newsletter by putting the business at the end of it instead of at the front. Trying something new, never hurts to experiment.

There is not really a article titled "Success Story" This time around, but I believe the journal of Adela Covey's great-grandfather can classify as one. I found it to be very interesting and hopefully it will spur us all to dig a little deeper to find those passenger lists, etc., of our ancestors. A big "Thank you" to Adela for sharing the journal with us. Please share one of your success stories with us.

At the Christmas Luncheon, there were some dishes that members brought that came from their heritage. Over lunch the conversation turned to an idea of sharing these recipes in our newsletter. To go along with her Bohemian/Czech heritage, Adela Covey has shared her recipe for Potica's with us. Do you have a favorite family recipe that you would like to share with our members? Maybe a short story to go along with it to explain the recipe? If so, please contact me at my email [REDACTED]

Have a great rest of the winter and spring!

Kathie Vlahos - Editor
Karen Grew-Ellison – Assistant Editor

Have anything for the newsletter? Please contact Kathie Vlahos or Karen Grew-Ellison or go to [REDACTED] to submit via-email directly to the editors.

Objectives:

1. To promote an interest in genealogy, to encourage and instruct members in the art and practice of genealogical research.
2. To maintain and elevate genealogical standards, to stress the importance of accuracy in research through careful documentation.
3. To locate, preserve and index public and private genealogical records and make such records available to members and the general public.
4. To assist and support any genealogical library in Colorado, which is open to the public.

Society meetings are held the 2nd Thursday of each month at the Commons of Hilltop Garden Room, located at 625 27 ½ Road at 7:00 pm. The monthly Sack Lunch meeting is held in the 2nd floor Museum conference room of the C. D Smith Building at 5th & Ute Streets at 12 noon on the 4th Wednesday of each month. A Board of Directors meeting will often follow the Sack Lunch meeting from 1pm - 2pm.

Society Officers

President	Dennis Jenkins
Vice President	Iris Krogh
Secretary	Donna Jackson
Treasurer	Anita Caldwell

Board Members

Jan Wilson	<u>3 year Term</u> 2011-2012-2013
Jill Berthod	2012-2013-2014
Karen Grew-Ellison	2013-2014-2015

Standing Committee Chairpersons

Historian/Archivist	Jan Wilson
Co-Genealogist/Librarian	Kay Oxer
Co-Genealogist/Librarian	Linda Garey
Newsletter Editor	Kathie Vlahos
Assistant Editor	Karen Grew-Ellison
Society Webmaster	Caley Gredig
Parliamentarian	Vacant
Program Director	Dennis Jenkins
Research Director	Bob Cress
Membership/Education/Outreach	Caley Gredig & Jill Berthod

Membership year: March 1 - February 28/29

Annual Dues: \$10 Single - \$12 Family (2 voting family members).

Those with unpaid dues after April 30th of the membership year will not receive the newsletter.

You can also go to [REDACTED] to contribute to the newsletter. Contributions are encouraged and appreciated and should be neatly typed or written stories, queries, articles and/or other information applicable to genealogy research. Contribution (deadlines): March issue (Feb 15), June issue (May 15), September issue (August 15), December issue (November 15).

March 2014 ~ June 2014 ~ Upcoming Programs and Events

- 7 March 2014 Friday Help Session: 1-3 p.m. at Library Branch.
- 13 March 2014 Thursday Evening Meeting 7 p.m. at the Commons: Program to be determined.
- 26 March 2014 Wednesday Noon Sack Lunch at the Museum: Archived Legacy Webinar: "*Chasing Women – Finding Your Female Ancestor*" by Leland Metzler.
- 29 March 2014 Saturday: Colorado Genealogical Society Computer Seminar, cost \$10.00.
- 4 April 2014 Friday Help Session: 1-3 p.m. at Library Branch.
- 10 April 2014 Thursday Evening Meeting 7 p.m. at the Commons: Program to be determined.
- 23 April 2014 Wednesday Noon Sack Lunch at the Museum: Live Legacy Webinar: *The Homestead Act of 1862* by Thomas MacEntee.
- 26 April 2014 Saturday all Day: Family History Fair at Family History Center LDS Church (Free).
- 25-26 April 2014 Friday and Saturday: Colorado Genealogical Society in Denver will be hosting Judy G. Russell who will give 5 presentations. Cost \$35.00
- 2 May 2014 Friday Help Session: 1-3 p.m. at Library Branch.
- 8 May 2014 Thursday Evening Meeting 7 p.m. at the Commons: Program to be determined.
- 28 May 2014 Wednesday Noon Sack Lunch at the Museum: Live Legacy Webinar: *Using Tax Lists To Solve Genealogical Problems* by Linda Woodward Geiger.
- 13 Sept. 2014 Saturday: All day seminar – Speaker is Dr. John Philip Colletta. Denver Public Library, more details later.
-

President's Message

As I write this message, I am on my way to San Diego to take a Panama Canal Cruise. Since the election of officers will occur while I'm away, I don't even know if I'm still your President for 2014-15.

I want to mention some upcoming events in Grand Junction and Denver and encourage everyone to take advantage of them.

On Saturday March 29, 2014, The Colorado Genealogical Society's Computer Interest Group will be having a series of workshops showing you how develop a free website, use Genchat, and use GEDCOMs to share your family tree and introduction to "Treelines, Sharing your Family History". This software was the winner of "The Best New Software" award at RootsTech 2013. It's free for members of the Colorado Genealogy Society and only \$10 for non-members.

There will be a Family History Fair this year at the Melody Lane and Orchard Avenue LDS Church being organized by the Family History Center. It will be held all day Saturday, April 26, 2014 and it is FREE. There will be booths, speakers

and some of the online presentations that were given at the February 6-8, RootTech 2014 Conference in Salt Lake City. I hope many of you will plan to attend this event.

However, if you happen to be in Denver on Friday and Saturday April 25th & 26th, Judy Russell "The Legal Genealogist" will be speaking at the Colorado Genealogical Society, the Friday evening meeting is FREE. On Saturday she will be giving 4 more presentations. The cost of the Saturday seminar at the Denver Public Library is \$35. If interested check out the following website: <http://www.cogensoc.us/cgsseminar.html>

On Saturday September 13th, the Colorado Council of Genealogical Societies is sponsoring a seminar with Dr. John Philip Colletta as the speaker. If you are able to attend, you will be in for a good time, as he is an excellent speaker. Email me at jenkinsdennisr1@yahoo.com for an update on the cost and location.

I hope you are all aware that there are many great classes and lessons on genealogy research for free at www.familysearch.org.

Dennis Jenkins

2014 Membership renewal

Mesa County Genealogical Society – Annual Dues Invoice

(\$10.00 Single, \$12.00 Family per year – covering 3/1/2014 – 2/28/2015) – Payable by March 31, 2014

New: _____ Renewal: _____

Name(s): _____ Phone: _____

Mailing Address: _____

Email Address: _____ (Please Print Clearly) I/We belong to the following

Genealogical Societies: _____

Please make your check payable to the Mesa County Genealogical Society (or MCGS) and mail application and Dues to: MCGS, P.O. Box 1506, Grand Junction, CO 81502.

Mesa County Genealogical Society

P.O. Box 1506
Grand Junction, CO
81502-1506

