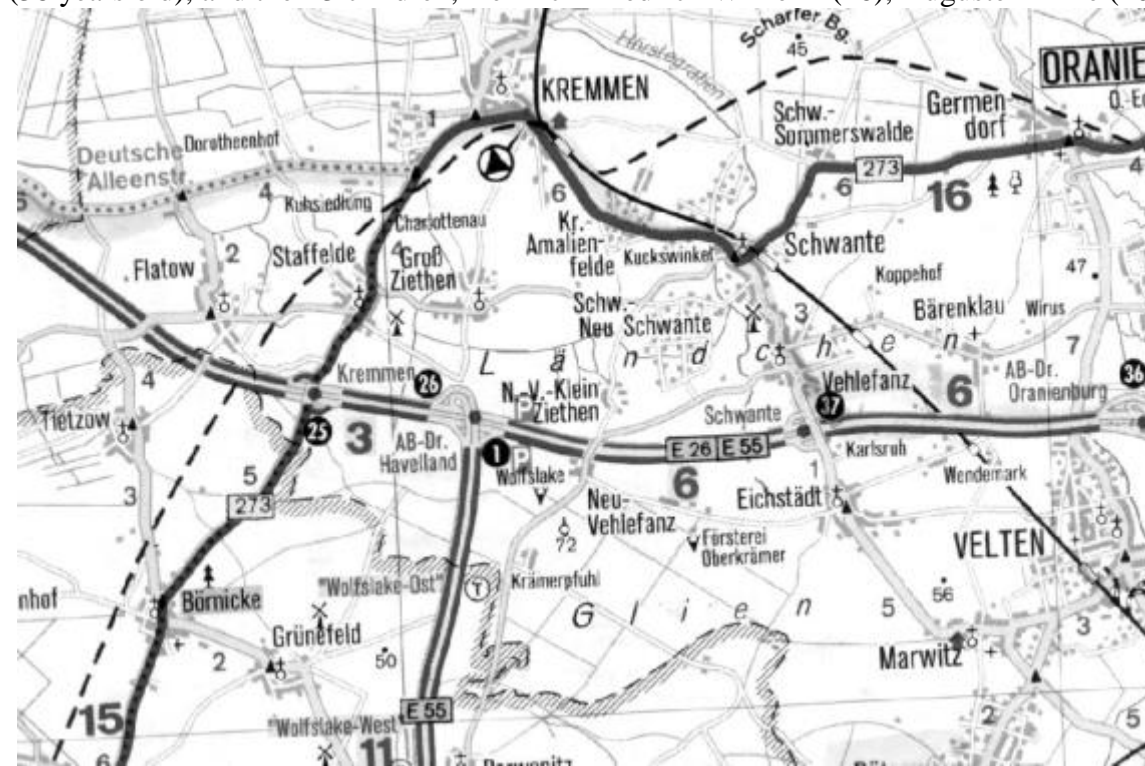


FRIEDRICH WILHELM HARTSTACK

During the nineteenth century, a total of about three and one half million Germans landed in the United States. Due to this large number contributing to the population of the U.S., it has been estimated that about one in every four Americans has a German ancestor. It is important to consider where these people came from and what their reasons were for leaving the land of their ancestors.

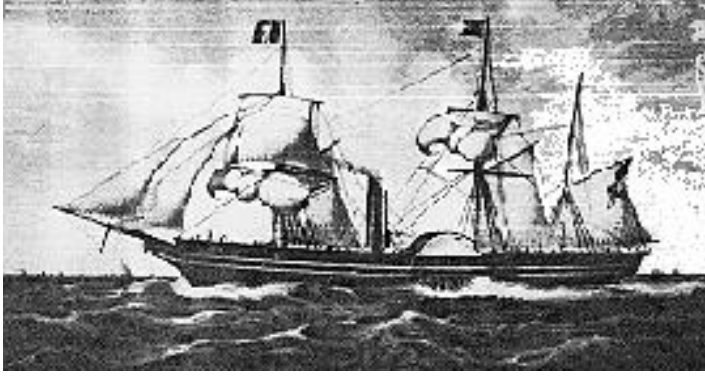
In the early immigration of the 19th century the desire for religious freedom and the need to leave a situation which made economic gain impossible were reasons persons left their home country. Immigrants sought to improve their lives and provide their children with a better future. Inheritance laws and the availability of arable land had its effect also. Little land was left to pass on by the middle of the 19th century. Those who were unable to inherit found it was impossible to buy elsewhere and small farmers were restricted from expanding holdings due to this situation. The high emigration between 1866-1873 may be attributed to political factors such as the settlement of the Scheswig-Holstein annexation (1864) the Prussian (1860) and the Franco-Prussian Wars (1870); announcement of 3 year compulsory military service; the repulsion of German Catholics to Bismarck and those displaced and alienated by annexation of the Alsace-Lorraine region.

It was during this period (1870-1871) that a man named Friedrich Wilhelm Hartstack (42 years old) decided to immigrate to the United States. He along with his wife, Auguste Wilhelmina Henriette Weidenbaum (38 years old), and their 3 children, Heinrich Friedrich Wilhelm (16), Auguste Emilie (10), Hermann Friedrich



(6) left their home in Vehlefanz, Brandenburg, Germany to travel to Hamburg port. The map shows the location of Vehlefanz which is near Berlin, Germany. Mr Hartstack or Wilhelm as he was known, was a master carpenter in Vehlefanz at the time they left. Wilhelm's mother, a widow, had just died on October 29 and there were no more ties to hold

him in Germany. He probably didn't own any land other than perhaps his home so selling all his possessions that they could not take with them, they packed up and left for a new life. His wife, Auguste, was busy with the three children ages 16, 10, and 6. Family information is shown later. Auguste's sister also travel with them - her name was Emilie Weidenbaum. Emilie was 32 years of age and had only shortly become a widow of Friedrich Steffin. Details of the Weidenbaum family will be shown later. The family left from Hamburg, Germany on the SS ALLEMANIA bound for New Orleans La. on December 5 1870. The steamship master was A. Barends. In Hamburg the ALLEMANIA's Verzeichniss (passenger list) contained 359 names, (237



adults, 101 children, and 21 infants). Shown later is page 4 of the Hamburg passenger list. According to the Shipmaster's certificate, in New Orleans the count of passengers on the SS Allemania were 219 adults, 98 children, and 16 infants riding in the steerage and 16 adults in the cabins. The Allemania made a stop in Havana, Cuba and some passenger changes probably occurred accounting for the difference between Hamburg and New Orleans passenger counts. The ship's Captain was listed as Barends and the ship was flying the Deutschland Flag and was owned by the

Hamburg-American Line. The size of the ship was 2500 ton 313 feet long by 40 feet wide and was fully steam powered with sails. The GERMANIA, which is shown in figure

was a ship very similar to the ALLEMANIA. It also was iron and full-powered steamship. She was first called the UNITED STATES but later sailed the Atlantic as the German GERMANIA and the British INDIAN EMPIRE. She was 321 x 40 feet and weighed approximately 2500 tons. The ALLEMANNIA was iron, built by Day at Southampton, England. It was straight steam and later became the British OXENHOLME.

The steerage is so called because it was located near the steering apparatus between the main or upper deck and the hold. The Steerage is a section occupied by passengers paying the smallest fares and receiving inferior accommodations. The Hartstacks were in this steerage section. Passengers traveled 1st class for luxury, 2nd class for comfort, 3rd class for economy, and steerage for immigrants. There wasn't much room for the steerage passengers, less than 6 feet overhead and anywhere between 14-20 sq ft of floor space which served as sleeping quarters as well as an area for food preparation. Needless to say, it was for passengers paying the smallest fares. Listed riding in a first class cabin was a Theodore H. Luhn from Bellville, Texas listed as an Agent. He may have been the person to organize some of the immigrants to come to Washington and Austin Counties.

The Swischen Deck of the ship is where the Hartstacks spent 4 weeks crossing the Atlantic. They had to bring all there food and other necessities for the entire

trip. After a brief stop in Havana, Cuba the SS Allemania on it's long voyage arrived at New Orleans, La. on January 2, 1871. The Allemania may have gone on to Galveston where the Hartstacks embarked or the Hartstack's may have traveled by train from New Orleans to Washington County assuming they owned or had no other transportation. Wilhelm settled in the Sandtown community and bought some land and began farming and continued to carpenter in the Carmine area.

Imagine, leaving for a new life never to return to your homeland. Persons not only left possessions behind, but family. The Hartstacks did this very thing. William left at least 1 brother in



