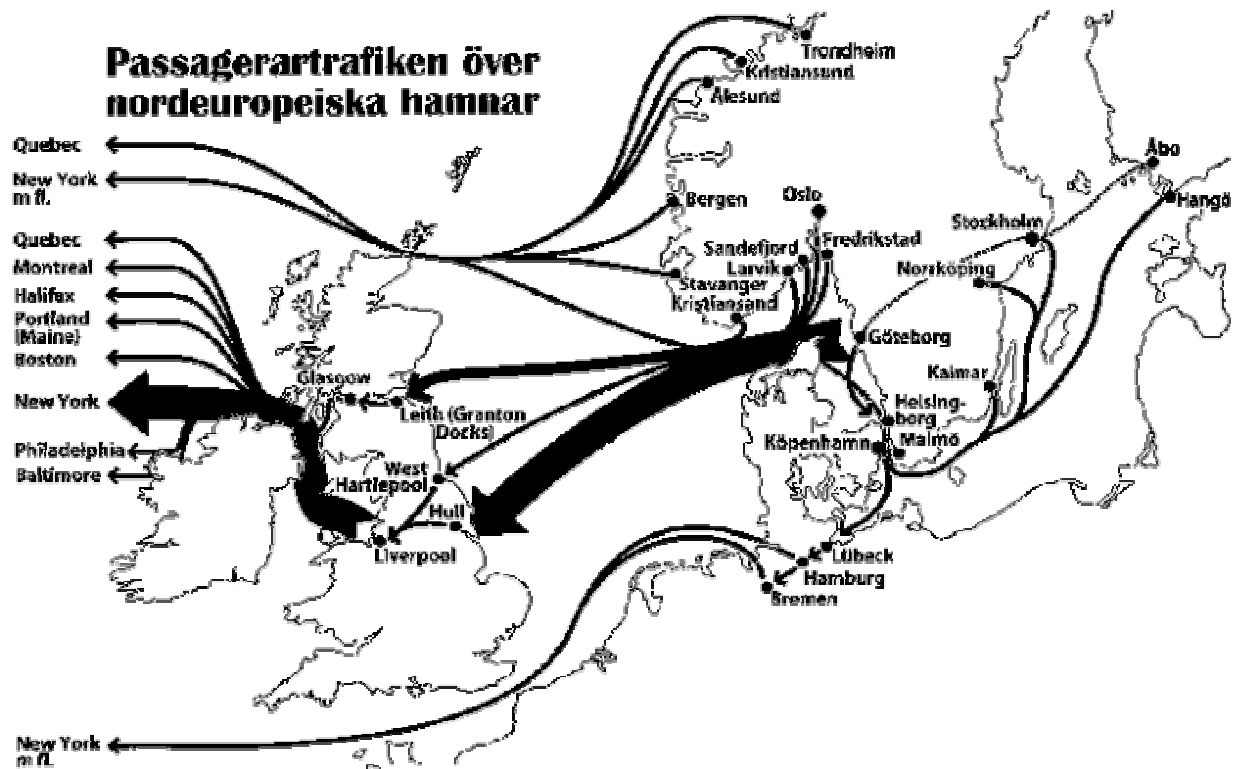


## Traveling to North America

From Finland<sup>1</sup>



Our ancestors traveled many different routes when they emigrated to the United States. The following pages present some information on the ports where they started their journey. In many cases, the sequence was that they traveled to a coastal city in their home country or a neighboring country, took a ship to England, traveled across England to Liverpool or Southampton and took a ship across the Atlantic. Sometimes they did depart directly for the US from the port they started at.

<sup>1</sup> [www.genealogia.fi](http://www.genealogia.fi), accessed many many times, most recently 27 September 2001

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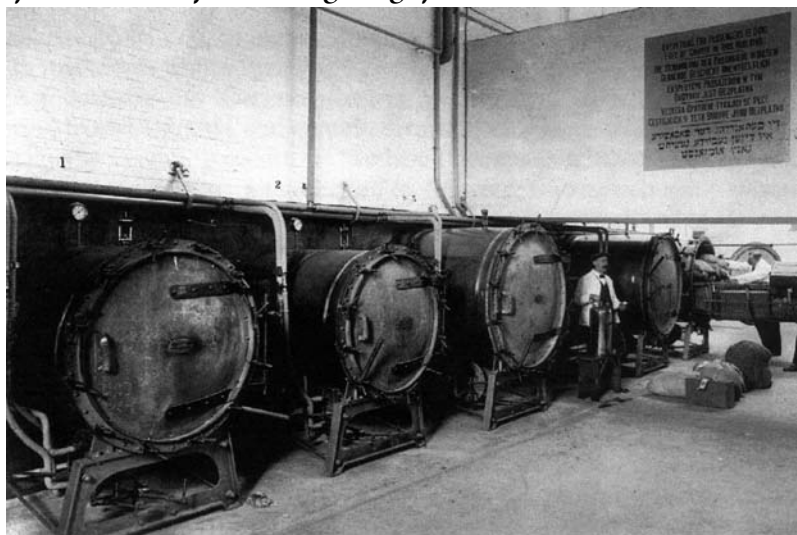
Antwerp



There is not very much information on Antwerp as a port. The City Archivist of Antwerp has put together “Stadsarchief, Emigration to America”<sup>2</sup>

“... The second and most important group of emigrants left on board steamers. The crossing had been reduced to a few weeks and by this time drastic changes had been made in the areas of medical provisions and safety. This group was well represented at the end of the 19<sup>th</sup> century and the beginning of the 20<sup>th</sup>.

The setting up of the Red Star Line in 1872 and the new ships, a combination of sail and steam, was the reason that emigrants once again began to choose Antwerp as a port of departure. From 1843 to 1905, a total of 1,086,153 emigrants drawn from the whole



Desinfection room where the baggage is loaded into the machines

<sup>2</sup> Printed August 1999, accessed over the internet sometime in 2001

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of Europe departed from the port of Antwerp."

### Boston



Boston is another port that several ancestors immigrated through. The undated picture to the left shows Boston Harbor, including

steamships in the distance<sup>3</sup>. The map to the right is the Port of Boston in 1904.<sup>4</sup>

Found a short blurb on the Port of Boston<sup>5</sup>.

"Boston's hold on immigrant traffic<sup>1</sup>

Boston offers to steamship lines serving the United States exceptional inducements to bring their through immigrant passengers via Boston. These inducements are: a shorter ocean voyage to Boston; an inland rate to the West \$1.00 under New York, free piers in Boston with spacious quarters for handling immigrants; finally, examination of immigrants on the piers where they are landed, without the necessity of transporting these passengers, at steamship expense, to a union immigrant station for examination. At New York, after the steamers have docked and cabin passengers are landed, steeragers must be barged to Ellis Island. At Boston western immigrants may be sent inland from the steamship pier. The smaller number of immigrants landing at this port permits the immigration officials to give more time and courtesy to the examination of the new arrivals than is possible in the crowded station at Ellis Island. Because of these conveniences in Boston," the port enjoys a growing popularity, among immigrants. The best publicity among prospective immigrants in Europe consists of letters from their pleased countrymen who have entered at Boston.



<sup>3</sup> accessed 26 January 2002, <http://www.kinshipsprints.com/catalog/immigration/usports.htm>

<sup>4</sup> accessed 26 January 2002, [http://www.gjenvick.com/images/maritime/ports/boston/map\\_boston\\_port1904.jpg](http://www.gjenvick.com/images/maritime/ports/boston/map_boston_port1904.jpg)

<sup>5</sup> accessed 26 January 2002, <http://www.gjenvick.com/maritime/ports/boston/>

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## Traveling to North America from Europe & Scandinavia



### *New immigrant landing station, Boston, 1904*

The growth of New England industries has furnished valuable local territory for absorbing immigrant laborers. Boston's Liverpool lines have been built largely on British and particularly Irish immigration to New England. The replacement of the British by a Continental stream of steeragers is reflected by the development of North European

and Mediterranean lines.



New York in Boston territory on British steeragers<sup>1</sup> A peculiar equalization of inland rates on British steerage passengers for New England has let New York into this territory more than would have been natural. An immigrant for Boston can reach Boston as cheaply via New York as via Boston itself. If he comes via New York he is given a free ticket to Boston on the Fall River Line. Similarly, if he is destined to a point nearer Boston than

New York, and enters at New York, he pays the inland fare from Boston and is given a ticket from New York. For instance, an immigrant at New York for Providence pays 90¢ (the Boston-Providence fare) and is given a ticket to Providence on the New York-Providence boat. So far as inland fares are concerned, New York is moved up to Boston. In point of convenience in inland travel, Boston is still preferable; the immigrant can reach Providence on the day he lands in Boston, while he must wait for the night boat from New York.

The equalization of Boston and New York rates on British immigrants to New England territory is not a matter of great importance. It does not generally apply to Continental and Mediterranean steeragers. In the case of these, Boston retains in inland fares the advantage of its location, though the New Haven publishes from New York to New England points, via its Sound Lines, lower immigrant fares than the local rates from New York, the fares including transfer from Ellis Island to the Sound Line boats.

(<sup>1</sup>Edwin J. Clapp, *The Port of Boston*, © 1916 Yale University Press, pp.139-141)



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**ELLIS ISLAND**

"When Ellis Island opened 1 January 1892, the \$500,000 immigration station consisted of about a dozen buildings, including a large two-story main processing building, a separate group of four hospital buildings, surgeon's quarters, record storage office, restaurant and kitchen building, detention building, disinfection house, a boiler house, laundry and utility plant -- all constructed of wood. In addition, the old brick and stone Fort Gibson and Navy magazines were converted for detainees' dormitories and other purposes. A fire on June 14, 1897 destroyed Ellis Island's wooden buildings.

A new immigration station opened 17 December 1900 at a cost of some \$1.2 million. In 1902 its hospital building, auxiliary laundry and other facilities opened."<sup>6</sup>



Ellis Island, Immigrant Landing Station, NY, circa 1905<sup>7</sup>  
*this picture is from: Selected Images of Ellis Island & Immigration, ca. 1880-1920,  
from the Prints & Photographs Division of the Library of Congress*

<sup>6</sup> RootsWeb Review, Vol. 4, No. 32 (from web-site [www.rootsweb.com](http://www.rootsweb.com))

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### Traveling to North America from Europe & Scandinavia

Since so much information exists on Ellis Island and its role in emigration to the United States, no additional information is provided.

#### Finns on the Move

"After 1891 the Finland Steamship Company began carrying passengers from Finland to England. The price of a ticket to America was expensive for most, though in 1890 it cost only about \$20. Between 1880 and 1920, out of every 100 Finnish emigrants, 48 came from the province of Vaasa, 16 from Turu-Pori, 15 from Oulu, seven from Viipuri, five from Uusimaa, four from Kuopio, three from Hame and two from Mikkeli. They usually departed from the seaport of Hanko, near Helsinki. From there they went to the English port of Hull, where they boarded a train to Liverpool or Southampton and from those ports took ships to New York, Boston, Montreal or Quebec."<sup>8</sup>

#### Great Central Railway



In researching about Antwerp, Hamburg, Bremen, etc.... as emigration ports, the author came across a write-up on the Great Central Railway<sup>9</sup> which was a popular way for emigrants to get from their European port to their UK departure terminal for North America. With no documentation to say otherwise, it's possible that some of our ancestors would have taken a "common" route. We do know that Anastasia and Adam took so-called "Direct Routes" via Antwerp and Hamburg. Also, Ida Rajala and Mytro Malecki came via Liverpool and most likely took advantage of this cross UK travel option.

"What made the GCR so successful was the fact that they operated ships from Grimsby (a port on the East Coast of England) to some important ports in Northern Europe, and also operated trains from Grimsby to Manchester and on to Liverpool, which was one of the main ports from which ships sailed to North America.

<sup>7</sup> Immigrant Processing Centers for New York City, Ellis Island, Castle Garden, Barge Office, accessed 17 February 2002, <http://germanroots.home.att.net/ellisland/>

<sup>8</sup> Rootsweb.com, Lesson 23, accessed 28 July 2001

<sup>9</sup> <http://web.ukonline.co.uk/cj.tolley/gcr-190307-mig.htm>, Chris Tolley's "The Great Central Railway and Migration from Europe to North America, accessed 27 July 2001

## COMPLETE Traveling to North America from Europe & Scandinavia

**FARES FOR THROUGH TICKETS**  
HAMBURG, ROTTERDAM, & ANTWERP,  
And the undermentioned Stations, via GERMANY DOCK, from July 1st, 1903, to October 31st, 1903.

BOOKING STATIONS	SINGLE TICKETS				SINGLE TICKETS			
	HAMBURG	ROTTERDAM	ANTWERP	AMSTERDAM	HAMBURG	ROTTERDAM	ANTWERP	AMSTERDAM
London	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0
Manchester	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0
Sheffield	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0
Leeds	6 0	6 0	6 0	6 0	6 0	6 0	6 0	6 0
Huddersfield	5 0	5 0	5 0	5 0	5 0	5 0	5 0	5 0
Stalybridge	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0
Stockport	3 0	3 0	3 0	3 0	3 0	3 0	3 0	3 0
Wigan	2 0	2 0	2 0	2 0	2 0	2 0	2 0	2 0
Birmingham	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0
Nottingham	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0
Leicester	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0
Sheff. & Linc.	6 0	6 0	6 0	6 0	6 0	6 0	6 0	6 0
Sheff. & Linc. & N. York	5 0	5 0	5 0	5 0	5 0	5 0	5 0	5 0
Sheff. & Linc. & N. York & N. Wales	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0
Sheff. & Linc. & N. York & N. Wales & N. Ireland	3 0	3 0	3 0	3 0	3 0	3 0	3 0	3 0
Sheff. & Linc. & N. York & N. Wales & N. Ireland & N. Scotland	2 0	2 0	2 0	2 0	2 0	2 0	2 0	2 0
Sheff. & Linc. & N. York & N. Wales & N. Ireland & N. Scotland & N. Norway	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0

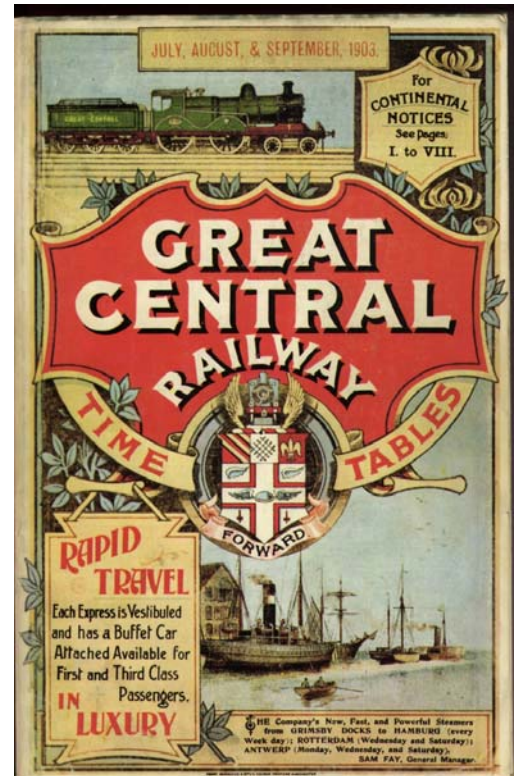
These fares apply to Hamburg only. For other notes, see page VI.

And more importantly (for the European Emigrant) a link by ship to the East Coast of England with connections on the GCR directly to Liverpool where they would then journey on to the US.

As operators of both ships and trains, they also offered combined tickets, so that people from, say, Hamburg, could visit the company's agent, and buy one ticket which would see them all the way to Liverpool.

...  
The Great Central Railway originated in an 1813 scheme to link Manchester with Sheffield. Although as planned, that scheme never came to fruition, a railway was built in the early 1840's linking these two cities. Over time, this

railway grew into the Manchester, Sheffield and Lincolnshire Railway, which eventually operated in an area stretching roughly east-west from Liverpool to the Lincolnshire coast. The MS&LR had an ambitious management, and they embarked on a scheme to reach London, and renamed the company the "Great Central" as a result. The GCR terminus in London, Marylebone, was the last of the main-line terminals to be built there, opening in 1899. The extension to London proved costly for the GCR; On paper the GCR should have been a profitable



company, but the costs of construction of this branch, as well as other schemes, meant that their shareholders went without dividends."

It also appears that there was a competing travel package offered out of Hull<sup>10</sup> that was used by many Scandinavian Emigrants.

"Most of the emigrants entering Hull travelled via the Paragon Railway Station and from there travelled to Liverpool via Leeds, Huddersfield and Stalybridge (just outside Manchester). The train tickets were part



<sup>10</sup> <http://www.museumsonnet.no/mka/ssa/hull.htm>, "The Solem, Swigum and Austheim Ship Index – Migration from North Europe to America via the Port of Hull", accessed 28 July 2001



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of a package that included the steamship ticket to Hull, a train ticket to Liverpool and then the steamship ticket to their final destination - mainly America. Sometimes so many emigrants arrived at one time that there would be up to 17 carriages being pulled by one steam engine. All the baggage was stored in the rear 4 carriages, with the passengers filling the carriages nearer the front of the train. The trains took



"The Emigrant Waiting Room of the North Eastern Railway Company at the Hull Paragon Railway Station. The waiting room was built for the Scandinavian transmigrants who passed through Hull in 1871 and then extended in 1882. [Photograph copyright of the Nicholas Evans Collection, © 2000]"

precedence over all other train services because of their length and usually left Hull on a Monday morning around 11.00 a.m., arriving in Liverpool between 2.00 and 3.00pm.

In 1904 the number of emigrants travelling through the UK via Hull was so great that the Wilson Line leased a separate landing station from 1904 called Island Wharf. Island Wharf was located just outside the Humber Dock in Hull and was one of 4 separate landing stations used by emigrants to enter Hull. After 1905 the numbers of emigrants travelling via the UK was severely restricted by the Aliens Immigration Act. This new law limited the number of Europeans who had previously entered the UK as immigrants, even though the latter largely left the UK as emigrants via the same ports as transmigrants. Despite the passing of the Act, the numbers passing through Hull continued to rise in 1906. The transmigrational business was so great that in 1906 the Wilson Line formed a separate company with the North Eastern Railway Company to transport migrants direct to Liverpool. This new company, the Wilson and North Eastern Railway and Shipping Company, made even greater profits by shipping and then transporting by rail the thousands of emigrants they brought to the UK each year. The new joint company limited the numbers who travelled via any other shipping or railway company and ensured a degree of continuity in the journey from steamship to quayside not seen at any other UK port of entry. Although it was the White Star, Union and Castle and Cunard shipping Lines who sold tickets throughout rural and urban Scandinavia to would-be migrants For travel to America, it was Wilson ships which brought almost all the migrants to



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the UK - thus generating huge profits for their owners. The Wilson Line was at the time the largest privately owned shipping line in the world and its size accounts for the dominant role it held over the migration of thousands of Scandinavian emigrants between 1843 and 1914.

### Hanko or HANGÖ

As mentioned, the Finns mostly came through the port of Hanko or Hango. In 1902 a map (Kartta) for Hanko looked like<sup>11</sup>



The journey to the port of Hanko in Finland was long and the emigrants often had to wait several days for their ship at the emigrant hotel (depicted)<sup>12</sup>.

<sup>11</sup> <http://www.helsinki.fi/ml/maant/kuvat/hanko.gif>, accessed 6 August 2001 to look at "Maps of Finnish Cities 1902"

<sup>12</sup> <http://www.migrationinstitute.fi/nordic/Text/Leaving.htm>, accessed 26 September 2001

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There is a monument to Emigrants that has been constructed at Hango<sup>13</sup>. The painting below depicts Finns boarding a ship at the port of Hango/Hanko<sup>14</sup>.

There is a Finnish emigrant ballad that mentions Hanko (same source of painting below)

*I'm going to  
America  
Everyone is on his  
way.*



*The American shores are sanded  
With gold they say*

*I'll embark from Hankoniemi  
On a small boat and go,  
'Cause Finland can't support  
The children of her poor.*

<sup>13</sup> <http://freepages.genealogy.rootsweb.com/~makelabille/webpages/memorial4.html>, accessed 29 September 2001

<sup>14</sup> "Finns in North America" by Eloise Engle, leeward Publications, Inc., 1975, picture is: "Emigrants boarding ship at Hanko. Water color painting by Emil Danielsson in 1909. Courtesy of National Museum of Finland."

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*"During the 1870s and 1880s, most travelers left Finland via Sweden, but after 1883, when the Finnish Steamship Company was organized, they sailed directly from southern Finland's port of Hanko to Hull in England. Ships such as Sirius, Urania, Arcturus and Polaris were well known throughout the country for their "first leg" transport. At Hull, travelers clutching their shawls, packages and sacks of food, boarded trains for Liverpool or Southampton where trans-atlantic steamships took them to New York, Boston or Quebec.*



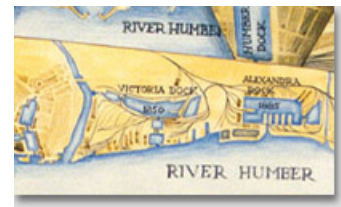
*"Gut Bai!" Up to 500 emigrants could be packed aboard the little steamer Urania for the Hanko-to-Hull passage. From Hull in England, emigrants went by rail to Liverpool where they boarded ships for the Atlantic crossing to America. Photo courtesy of National Museum of Finland, Helsinki*

*Hanko was often crammed to overflowing with people having no place to stay while they waited for their un-scheduled departure. Up to 700 of them could be milling around, talking, walking the streets, clutching their meager belongings. The town had no accommodations for poor transients; usually every inch of floor space was spoken for. Often, crowds were stopped before they reached the port. They were told they must wait several days before proceeding to the docks where they would have to wait again."*

## Hull



*The Victoria Dock, which was opened in 1850, was well known to Finnish emigrants from the late 1800s to the 1920s as the main transit harbor on their voyage to North America. At this*



*photo from early 1900s the Finnish emigrant vessel S/S Arcturus is seen to the right<sup>15</sup>.*

*Also, "In 1796 Hull possessed no local quays for merchandise. In 1773 the Hull Dock Company was formed. The panel shows, through a series of maps, the development of the City's docks.*

<sup>15</sup> <http://personal.inet.fi/yhdistys/centralin/swe/elissa.htm#%20hull>, accessed 26 September 2001



## COMPLETE Traveling to North America from Europe & Scandinavia

The first dock was completed in 1778, known as the Old Dock, renamed Queen's Dock after Queen Victoria visited Hull in 1854. The entrance to the dock was from the River Hull by means of the lock gates and bridge shown at the bottom of the panel.

In 1809 the New Dock was constructed, entering from the River Humber. In 1880 this became Humber Dock. Junction Dock was built in 1829, and linked all three docks making a ring of water round the Old Town. Junction Dock became Princes Dock. In

(1892 Map of Hull. Look to lower right corner for Victoria Dock area)<sup>16</sup>



1840 the railways came to Hull and in 1846 the Railway Dock was built. On the east side of the River Hull, in 1850, Victoria Dock was opened. Alexandra Dock was opened in 1885. In 1893 The North Eastern Railway Company bought out the Hull Dock Company."<sup>17</sup>

For a detailed article on Hull as a route of transmigration (extension of the article earlier in this write-up on the Great Central Railway), see Appendix A.

<sup>16</sup> [http://freepages.genealogy.rootsweb.com/~genmaps/genfiles/COU\\_files/ENG/YKS/barthol\\_hull\\_1892.htm](http://freepages.genealogy.rootsweb.com/~genmaps/genfiles/COU_files/ENG/YKS/barthol_hull_1892.htm), accessed 27 September 2001

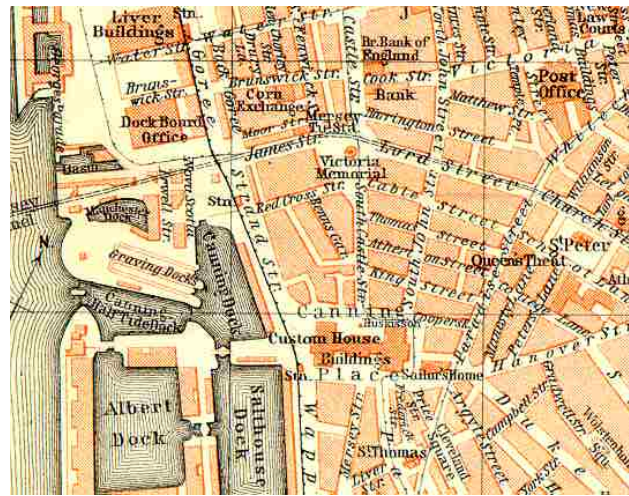
<sup>17</sup> [http://www.hullcc.gov.uk/hull\\_tapestry/docks.html](http://www.hullcc.gov.uk/hull_tapestry/docks.html), Docks Development, accessed 26 September 2001

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## Liverpool/ Merseyside

*Pictured is the Liverpool Docks Area in 1910.*<sup>18</sup>

**MERSEYSIDE MARITIME  
MUSEUM  
MARITIME ARCHIVES & LIBRARY**  
**Information Sheet No. 14**  
**Emigration In The 19<sup>th</sup> & 20<sup>th</sup>**  
**Centuries**<sup>19</sup>



Between 1830 and 1930 over nine million emigrants sailed from Liverpool bound for a new life in the United States, Canada and Australia. For much of this period Liverpool was by far the most important port of departure for emigrants from Europe largely because by 1830, she already had well-established Trans-Atlantic links essentially in the import of cotton and timber. Liverpool was also well placed to receive the many emigrants from the countries of North Western Europe. Irish emigrants first crossed to Liverpool by steamship, while Scandinavians and Russians/Poles crossed the North Sea to Hull and travelled to Liverpool by train. Liverpool's share of the emigrant trade began to decline from the late nineteenth century as emigrants increasingly came from the countries of southern and eastern Europe. Some passed through Liverpool, but more sailed from the nearest German and Italian ports.

There were three main motives for emigration. Some of the emigrants were fleeing from the hardship of poverty and unemployment; this was particularly applicable to the 1,250,000 Irish who emigrated between 1845 and 1851 and as a result of the potato famine. For Russian and Polish Jews, emigration was a way of escaping from political and religious persecution. Other emigrants were not suffering the hardship of poverty or the terror of persecution, but were attracted by the possibility of a higher standard of living in the United States, Canada or Australia.

Most emigrants usually spent between one and ten days waiting for their ship in a Liverpool lodging house. In the mid-nineteenth century emigrants passing through Liverpool were liable to harassment and fraud by local confidence tricksters, who became known as 'runners'. Runners frequently snatched emigrants' luggage and would only return it if the emigrant paid a large fee. In the late 1840s and 1850s, lodging houses were often inhospitable, dirty and overcrowded.

From the 1860s, the situation began to improve as steam started to replace sail on the Atlantic route. The steamship companies looked after the emigrants during their stay in Liverpool and their representatives met the emigrants on arrival in Liverpool. The emigrants were taken to lodging houses, which were frequently owned by the steamship companies, but delays still occurred and there continued to be complaints about treatment in Liverpool even in the early 20<sup>th</sup> century.

Until the early 1860s most emigrants left Liverpool on a sailing ship. The voyage to the United States and Canada took about thirty-five days and to Australia ten to seven weeks. Most emigrants travelled in the cheapest class of accommodation, known as the steerage. This was similar to a dormitory with bunks down the sides and tables in the centre. It was frequently overcrowded with poor ventilation. Emigrants in a sailing ship could be unpleasant, particularly during a storm; it was only better in degree in the early days of steamships! Seasickness was a particular problem on the stormy Atlantic westbound voyage. Diseases such as cholera and typhus frequently reached epidemic proportion as infection spread through the confined decks. Scores of emigrants died on this account.

<sup>18</sup> <http://www.generationspress.com/samples/liverpol.jpg>, accessed 27 September 2001

<sup>19</sup> <http://www.ljgs.org/Documents/Info-Sheet-14.html>, accessed 28 July 2001

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### Traveling to North America from Europe & Scandinavia

The 1855 Passenger Act helped to improve conditions, laying down minimum standards for rations, space and sanitation.

By 1870 virtually all emigrants to the United States and Canada went by steamship and the voyage was consequently reduced to between seven and ten days. Competition between the steamship companies helped, to some extent, to improve conditions for the emigrants. From about 1900 third class cabins began to replace the steerage accommodation. Accommodation was still spartan, but it was a considerable improvement.

Emigrants made a variety of new lives for themselves in the United States, Canada and Australia; they found work on farms, in industry and building railways. Emigration to Australia peaked during 1850s when many people hoped to find their fortune on the newly discovered gold fields. Some did return disillusioned. Others fared no better or even worse at home, but could not afford to return!

## Rotterdam

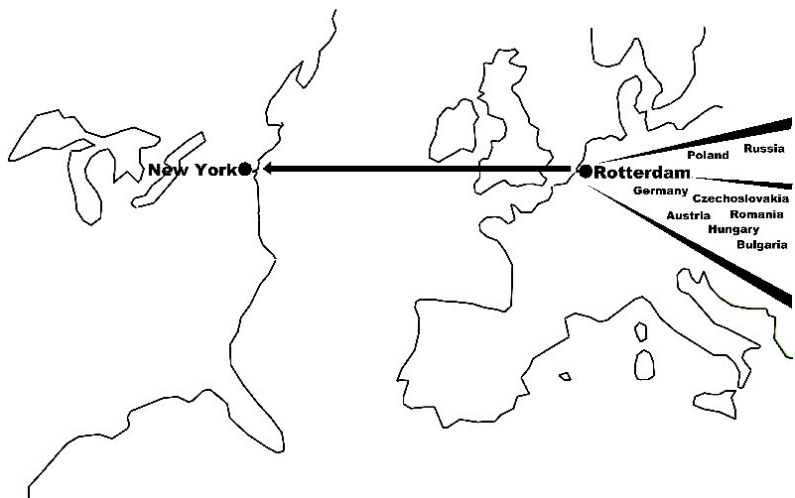
### Holland America Line<sup>20</sup>

As the Nieuwe Waterweg was available in 1872, big investments were made in building passenger liners to many destinations. The Holland America Line became one of the major liners, connecting Europe with America. Although the competition from England, Ireland, Germany, Italy and Greece transported more people, there was a special role for Rotterdam.

As other ports helped their own people emigrate, along with emigrants from other countries in Europe, the Holland America Line was primarily a lifeline for people from Eastern Europe. Many emigrants came to Rotterdam as refugees. Jews, fleeing the pogroms in Russia and Poland and the Nazis of Germany came in large numbers. Today, millions of Americans can trace their ancestry through Rotterdam.

The city grew at a fast rate as the development of the port created work for people from the poverty stricken rural areas. Many organizations in Rotterdam were involved in helping the emigrants. Some decided to stay and build a new future in the city. Facilities were built to connect the Maasstation, where the trains arrived, with the pier where Holland America Line had its emigrants' hotel, offices and chapel. The Holland America Line became a big employer and its tall ships were an essential part of the skyline. It also made Rotterdam a dynamic international city where the currencies and languages of all of Europe were part of daily life.

One of the first Holland America Line poster when the company was still advertised by its official name of Netherlands American Steamship Company (NASM). The little girl asks: 'Where's that ship going?' Her mother answers: 'To America, my child!'

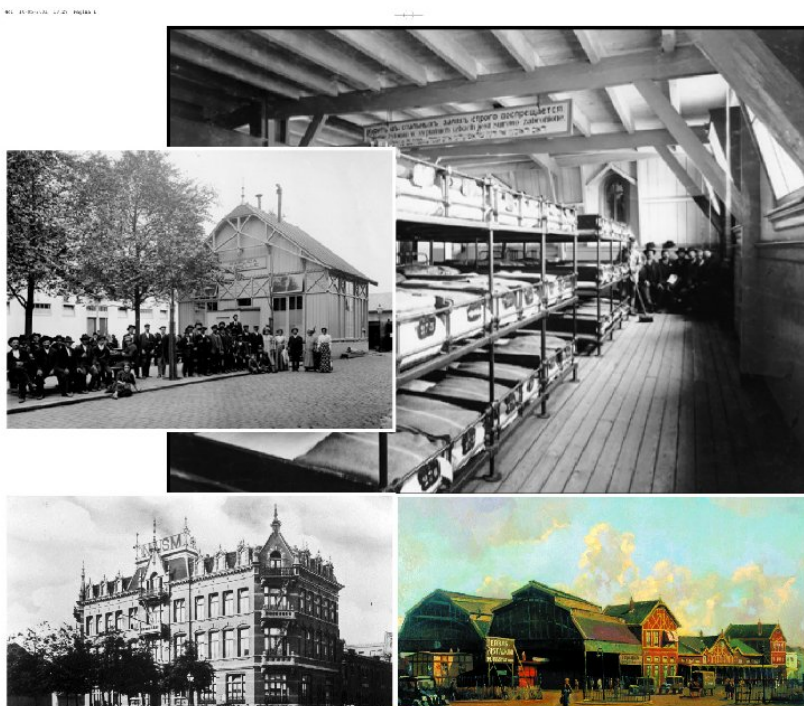


<sup>20</sup> accessed 17 February 2002, [http://www.keesdegrutter.nl/english/ellis/holland\\_america\\_line.htm](http://www.keesdegrutter.nl/english/ellis/holland_america_line.htm)



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## Traveling to North America from Europe & Scandinavia



Emigrants poured into Rotterdam by train at the Maasstation, painted by Willem Knip in 1930, and crossed the river to the Wilhelminakade where the Holland America Line (NASM) had its terminal. There was also an emigrants' hotel, a chapel and other facilities.

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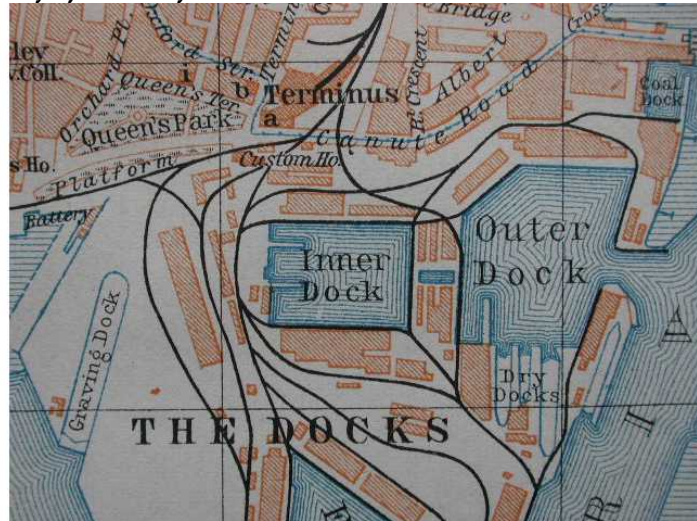
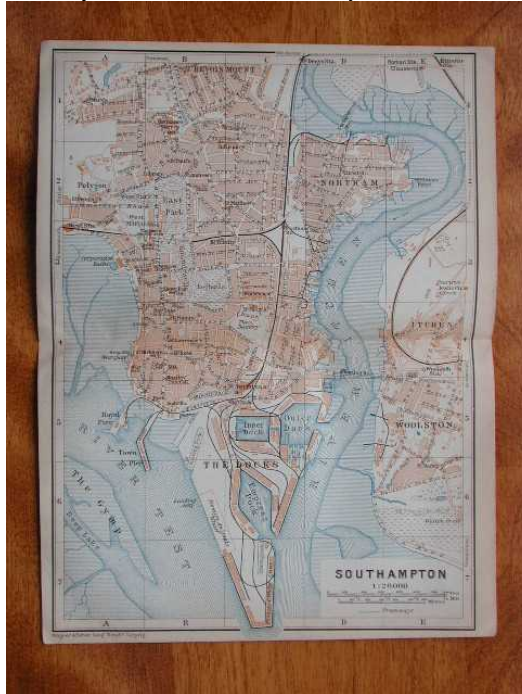
From booking offices in Vienna,  
(Austria/Hungary), Bucharest  
(Rumania), Tarnopol (Bulgaria) and  
all over Europe (top), people bought  
tickets for America through  
Rotterdam.  
Etc....



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## SOUTHAMPTON

The map (and detail) below are from an undated map of Southampton.<sup>21</sup>



A view from 1882 is below. "This aerial view of the docks first appeared in a booklet accompanying the British Association for the Advancement of Science meeting in Southampton, August 1882. The illustration provides a good view of the Open and Close Docks (centre right), the Empress Dock (centre left), and the graving dock (centre). The Floating Bridge can be seen on the far right. A Royal Mail Steam Packet is entering the Open Dock.<sup>22</sup>

Subsequently, some information was received from the city Library of Southampton<sup>23</sup>. The Southampton Annual, 1901, states "In 1892 the London and South-Western Railway Company took over the Dock Estate, which, under the previously existing Dock Board had not developed at the rate both possible and desirable...The first stone of Southampton Docks was laid in 1838; the great tidal dock was completed in 1839... The inner dock of 10 acres was opened in 1851; the first graving, or dry dock was opened in 1846.... Next year another followed; a third

<sup>21</sup> <http://freepages.genealogy.rootsweb.com/~genmaps/>, accessed 27 September 2001

<sup>22</sup> <http://scwww1.southampton.gov.uk/showcase/detail.asp?ID=729>, accessed 28 September 2001

<sup>23</sup> Letter dated 5 Oct 2001, Ms. Vicky Green, City Library, Archives & Information Services, Southampton City Council, Civic Centre, Southampton SO14 7LW



<p style="text-align: center;">COMPLETE Traveling to North America from Europe &amp; Scandinavia</p>
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was completed in 1854, and a fourth, with direct entrance from the Itchen, a little later. All these are capacious, and have the great depth of water that satisfies modern requirements. They have practically four hours of high tide, consequently they are convenient for the largest steamships... The taking over of the Docks by the Railway Company took place in 1892, and from that day unfaltering progress has been made in every way... To the docks already existing there has been added an immense dry dock, the largest in the world, in which the largest steamer then built has been docked, namely, the Kaiser Wilhelm der Grosse... This dock holds 14 ½ millions of gallons of water; it is 750 feet long, 112 ½ feet wide, and 87 ½ feet wide at the sill. It can be filled in 1 ½ hours, and emptied in 2 ¼ hours.

The Empress Dock has an entrance 165 feet wide, with minimum depth of 26 feet at low water.

...

The great advantages Southampton possesses over all its rivals as a port of embarkation for foreign travel are now too completely recognised to need recapitulation: but we may just mention its nearness (1 ¾ hours) to London, its facilities for transferring passengers and luggage directly out of the railway carriage on to the deck of the steamer, and the size and appointments of the different "liners."

Additionally, "... in 1907, the White Star Line transferred their North Atlantic express service from Liverpool to Southampton and on the 29<sup>th</sup> May their Adriatic arrived with 996 passengers. Her arrival clearly indicated how the size of the fast liners was increasing; the New York in 1893 had a gross tonnage of 10,498 and a length of 560 feet, while the Adriatic had a gross tonnage of 24,541 and a length of 726 feet."<sup>24</sup>

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<sup>24</sup> "150 Years of Southampton Docks", Bent Moody, Kingfisher Railway Productions, 1988

## **Appendix A**

### **Transmigration via the port of Hull<sup>25</sup>**

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The town of Kingston upon Hull lies at the point where the River Hull and River Humber meet. Throughout its history the port has enjoyed successful trade links with most of the ports of Northern Europe, from Antwerp in the west, to St. Petersburg in the east, Le Havre in the south and to Trondheim in the north. These commercial links have brought great revenue to the town, as well as adding to her cultural and communal development. Though migrants have been travelling to or via the port for most of her history, it was during the period 1836 - 1914 that Hull developed a pivotal role in the movement of transmigrants via the UK. During this period over 2.5 million transmigrants passed through Hull en route to a new life in the US, Canada, South Africa and Australia. Originating from Denmark, Finland, Germany, Norway, Russia and Sweden, the transmigrants passed through the port, from where they could take a train to Glasgow, Liverpool, London or Southampton - the UK ports which offered steamship services to the 'New World' they had dreamed of.

Before 1836, the number of migrants travelling to the UK via the port of Hull was negligible and was not mentioned in the minutes of either the municipal authority or private businesses. The trade was small and insignificant, with less than one thousand Scandinavian migrants arriving annually. Most of those who came did so for predominantly commercial reasons and settled in the urban areas of Hull, York, Manchester or Liverpool. Although some did travel through Hull en route to Canada and the US, the small numbers who made the journey reflected the size and infrequency of the vessels that plied the North Sea route. These sailing vessels were cramped, their timings irregular, and the frequency of the North Sea crossings rendered them unsuitable for the movement of substantial numbers of transmigrants. Whether the emigrants originated from Germany, Russia or Scandinavia, the experience of the voyage from mainland Europe to the UK was the same - an ordeal. The journey varied in length depending on the weather and the captain of the vessel, but generally took between 3 and 4 days – considerably less than the 2-3 months it took to travel direct from mainland Europe to America and making a significant difference for people not used to travelling by sea.

After 1848, we begin to see the gradual emergence of emigrant passenger services via the UK. What started off as limited services by the founding steamship companies in Hull, Leith, Hamburg and Gothenburg quickly developed into regular services operating on regular routes. The steamships not only shortened the time taken to travel between mainland Europe and the UK, but due to the Royal Mail postal contracts that they held, they offered services throughout the year and not just during the now established 'emigrant season'. From Norway and Sweden, the Wilson Line of Hull began operating steamship services as early as 1843 and was joined by the North Europe Steam Navigation Company in 1853 who quickly built up a fleet of nine steamers to ply the Christiania and Gothenburg route. For each company, the 'human cargo' they now transported offered easy revenue, supplementing their existing services to the various ports of northern Europe. Although the N.E.S.N.C. ceased operations in 1858, the Wilson Line and a few other Norwegian lines continued to develop the routes between Scandinavia and the UK and between them transported all of the transmigrants.

By 1858, Wilson's virtually monopolised the Scandinavia to Hull route, although they faced increased competition from the transatlantic steamship companies which transported the migrants directly from Scandinavia to the US. Though Wilson's held the monopoly as far as emigrant traffic was concerned, this did not lead to a development in the quality and standard of the service provided for the emigrants. Throughout the period 1860 to 1870, the Hull Board of Health wrote frequently to the Wilson Line concerning the poor and unacceptable standards of accommodation offered to the emigrants. In one instance alone, on board the s.s Argo, they described the migrants

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<sup>25</sup> <http://www.museumsnett.no/mka/ssa/hull.htm>, "Migration via the Port of Hull"

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as second class passengers treated more like cattle than humans. In another they described human excrement running down the side of the ships and sticking to the side of the vessel upon which 200 migrants were to be housed for the next 4 days, until their train for Liverpool was ready. Something had to be done, and that action, in Hull, was introduced through the local sanitary authority.

The Kingston upon Hull Sanitary Authority had been created in 1851 as a direct result of the General Health Act of 1848. The aim of the Act was to improve the unsanitary condition of the town and port of Hull. This was achieved over the ensuing decades by a series of local bylaws and special Acts of Parliament, such as the Kingston upon Hull Improvement Act of 1854. Although a significant amount of the work they carried out concerned the general sanitary conditions in the town, a large part of their responsibility was also to limit the detrimental effects of the thousands of transmigrants passing through the town. Through the Sanitary Committee's Inspectors of Nuisances, Quarantine Officers and Medical Officers, they did not just highlight and report poor standards and overcrowding in the emigrant ships, houses and railway stations, but also sought to enforce the corrective action needed to prevent such conditions continuing.

One of the most significant changes brought about through the intervention of the Inspector of Nuisances concerned the procedures for the landing of emigrants. Up to 1866, the male emigrants had been free to walk around the town once the steamship had docked in Hull. Although the women and children remained on board throughout, the men were free to walk wherever they liked until evening when they had to return to the ship. After 1866, as a preventative measure brought about by the outbreak of cholera in most of the European ports the railway company, the North Eastern Railway, agreed to have railway carriages brought around to the landing area of the Victoria Dock to pick up the emigrants immediately upon landing. They were then taken around the town by train, rather than being allowed to pass through the town on foot as they had done previously. Although only a small measure, the change alleviated the risks posed to both the emigrants and inhabitants of Hull alike - preventing the emigrants from coming into contact with unscrupulous racketeers who preyed on travel weary migrants and halting the spread of disease between the migrants and the inhabitants of Hull.

Because of the risks to the town's health from the large numbers of European migrants passing through the port, the North Eastern Railway Company built a waiting room near Hull Paragon Railway Station in 1871. This waiting room had facilities for the emigrants to meet the ticket agents, wash, use the toilet and take shelter from the weather. At no time throughout the age of mass migration did the authorities in Hull provide purpose built emigrant lodging houses for the migrants. Although 20 emigrant lodging houses were given licenses by the Town Council in 1877 alone, the emigrant lodging houses differed from other common lodging houses only by their description and size (the emigrant lodging houses licensed after 1877 holding between 20 and 80 people at a time). Most emigrants only stayed in these lodging houses when necessary and most arrived in and departed from Hull within 24 hours. Although the majority of emigrants were only in Hull for a short period of time, the emigrant waiting room at Paragon Railway Station was doubled in size in 1881 due to the numbers of transmigrants passing through the town. The extension provided a separate waiting room for the women and children and more extensive toilet and washing facilities than had initially been provided. A second emigrant railway platform was built in 1885, but this was by the Hull & Barnsley Railway Company who had built the facilities as part of their new dock - the Alexandra Dock. This was the first purpose-built railway platform for emigrants, with deeper docks to cater for larger steamships and a longer platform for the large numbers of emigrants who needed to board the long emigrant trains to Liverpool.

Most of the emigrants entering Hull travelled via the Paragon Railway Station and from there travelled to Liverpool via Leeds, Huddersfield and Stalybridge (just outside Manchester). The train tickets were part of a package that included the steamship ticket to Hull, a train ticket to Liverpool and then the steamship ticket to their final destination - mainly America. Sometimes so many emigrants arrived at one time that there would be up to 17 carriages being pulled by one steam



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engine. All the baggage was stored in the rear 4 carriages, with the passengers filling the carriages nearer the front of the train. The trains took precedence over all other train services because of their length and usually left Hull on a Monday morning around 11.00 a.m., arriving in Liverpool between 2.00 and 3.00pm.

In 1904 the number of emigrants travelling through the UK via Hull was so great that the Wilson Line leased a separate landing station from 1904 called Island Wharf. Island Wharf was located just outside the Humber Dock in Hull and was one of 4 separate landing stations used by emigrants to enter Hull. After 1905 the numbers of emigrants travelling via the UK was severely restricted by the Aliens Immigration Act. This new law limited the number of Europeans who had previously entered the UK as immigrants, even though the latter largely left the UK as emigrants via the same ports as transmigrants. Despite the passing of the Act, the numbers passing through Hull continued to rise in 1906. The transmigrational business was so great that in 1906 the Wilson Line formed a separate company with the North Eastern Railway Company to transport migrants direct to Liverpool. This new company, the Wilson and North Eastern Railway and Shipping Company, made even greater profits by shipping and then transporting by rail the thousands of emigrants they brought to the UK each year. The new joint company limited the numbers who travelled via any other shipping or railway company and ensured a degree of continuity in the journey from steamship to quayside not seen at any other UK port of entry. Although it was the White Star, Union and Castle and Cunard shipping Lines who sold tickets throughout rural and urban Scandinavia to would-be migrants For travel to America, it was Wilson ships which brought almost all the migrants to the UK - thus generating huge profits for their owners. The Wilson Line was at the time the largest privately owned shipping line in the world and its size accounts for the dominant role it held over the migration of thousands of Scandinavian emigrants between 1843 and 1914.

By 1914 the level of migration via Hull had declined. With the outbreak of the First World War and the passing of immigration acts in South Africa and America, the era of mass transmigration via the UK, and from Europe at large, ended overnight. Although transmigration on a smaller scale did resume after 1918, it would never be of the volume witnessed in the period now known as that of mass migration. Between 1836 and 1914 a revolution in transport occurred in which the steamships became 'trains on water', linking Europe with America or Canada, transporting thousands of would-be migrants in ever shorter periods of time. Without this revolution in transport millions may not have made the decision to venture from their homes in Scandinavia to a new life in the west.

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The head office of Thomas Wilson, Sons & Co. Limited, Commercial Road, Hull. The offices were located next to the Railway Dock in Hull and it was from this site that the world-wide operations of the Wilson Line were managed by the Wilson family. [Photograph copyright of the Nicholas Evans Collection, © 2000].