



Teator - Teter Tree

Summer 2004

Newsletter #20

Descendents of John Teter Family Reunion

Hello, all ye descendents of John Teter,

Yes, it's been two years since our last reunion, and this is your invitation to:

the 7th Biennial 2004 Reunion
Sunday, July 18, 2004
at Brandow Park, Oak Hill, NY

Food:

- Meat will be provided, probably a ham (if someone would like to arrange for the purchase of a ham to bring to the picnic, call me. Costs will be reimbursed from the Teator treasury).
- Each household should bring a covered dish (salad, main dish, and/or dessert) to feed 4-6.
- Families are encouraged to coordinate with others, if you choose. Any single person can bring chips, munchies, etc.
- "Silverware", liquids, cups, napkins and chairs will be the responsibility of each household.

Tentative Schedule:

- Arrive around noon, or whenever you can.
- Food will be served probably about one o'clock, shortly thereafter.

- We'll do introductions of the family lines.
- Remind me to do the oldest, farthest, etc.
- Plan on electric not being available.
- I'll bring the photo albums & family tree.
- If anyone has anything else they'd like to share, please feel free to do so.
- Deb will take the group photos again
- Bring a current photo of your family and children that can be kept in the photo album, if you can.
- Help cleaning up is much appreciated.

Reminders: Please let me know about any of these:

- changes of address, yours or others
- a mailing label that needs correction or change
- a new household that should receive the newsletter
- clippings of news, births, marriages, deaths

(reach me at 3979 Rt 67, Freehold, NY 12431 OR call 518-634-2397 OR email me at teator@surferz.net)

A Trip to the New World

Copied, on the next page, from the Fall 2002 Palatine Platter is an account of the ocean voyage from Europe to the America in 1750. Whether our Teter clan suffered as told in the account cannot be verified or discounted.

The Dathers (remember, there are 48 spellings our the Teator name) had started from the Leonbronn area in Germany (approximately in the Stuttgart area today), probably sailed down the Rhine to Rotterdam and then to England. (I will mix in some of Phil and Robert Teeter's notes.)

Records of the 5th party (of about 10 ships) of Palatines embarked at Rotterdam on July 3, 1709 include the names: Laurents Deder and Maria Dederin, on the ship of Capt. Wm Newton.

No London arrival record was made, and no specific information about Lorentz and his siblings has been found in the London area, or even by the time of departure to New York.

Lourents Deder was, we can be sure, among some 2814 "Palatines" who embarked at the Buoy of Nore, at the mouth of the estuary of the Thames, about 50 miles east of London, prior to the last week of December, 1709, for emigration to New York. The Palatines were put on ten ships that long awaited convoy near Portsmouth (Royal Dockyard on Portsea Island). They finally left from Plymouth (Royal Navy Dockyard), further west past toward Penzance and "Lands End", on April 10, 1710.

The first ship to arrive, the Lyon of Leith, reached New York on June 13, 1710. Several others arrived the next day, including that of Hunter; one in early July (the James and Elizabeth); and one (the frigate Her-

bert) ran aground July 7, without loss of life. It was salvaged with some loss or damage to tools, supplies and tents for the planned naval stores project. The last ship of the convoy arrived August 12, 1710.

On the way over in early 1710, and during the first month in New York, 470 died. About 30 children were baptized aboard ship (very few ID'd). This was the first and largest mass emigration to America in the Colonial period. It was made up primarily of Lutherans and Calvinists (Reformed). Their churches in Germany were often unions of the two faiths. These "Palatines" had, for the most part, come from the southwestern (high) German Rhineland, to Holland, and then to England, in the spring and summer of 1709.

More than a year after leaving their home in Leonbronn, Lorentz (as head of a family of 3 persons over 10 years of age) appeared on the unalphabetized Hunter Lists of June 30, 1710, family #114. On October 4, 1710 the household was recorded as 5 pers. over 10, but on March 25, 1712 only 2 pers. over 10. Lourens Dieder was on the naturalization list at Kingston, "Ulster County", September 8&9, 1715 as was his brother George Doher. Louwerens Teder and Jurrye Teder separately appeared on the North Ward (Rhinebeck) Tax Rolls in 1717/18, Lorentz continuing only until his death in 1728 when his widow, Margreeta, appeared on the Tax Rolls. Georg was on the tax rolls until at least 1761. We have not clearly identified sister Margaretha after her being aboard ship at Rotterdam for crossing to London in 1709, except as she and her two brothers were reported in the Leonbronn churchbook as "sind in Engelland Verreist".

Almost 300 years later, we are here because our ancestors undertook a voyage that may have been similar to the one included. Enjoy.

Trials and Tribulations of a German Emigrant*

If your ancestors came to this country in a sailing ship in the seventeenth or eighteenth century, the following excerpt from an actual account may be a description of what they experienced.

Both in Rotterdam and in Amsterdam the people are packed densely, like herrings so to say, in the large sea-vessels. One person receives a place of scarcely two feet width and six feet length in the bedstead, while many a ship carries four to six hundred souls, not to mention the innumerable implements, tools, provisions, water-barrels and other things which likewise occupy such space. On account of contrary winds it takes the ships sometimes two, three, and four weeks to make the trip from Holland to...England. But when the wind is good, they get there in eight days or even sooner. Everything is examined there and the custom-duties paid, whence it comes that the ships ride there eight, ten or fourteen days and even longer at anchor, till they have taken in their full cargoes. During that time everyone is compelled to spend his last remaining money and to consume his little stock of provisions which had been reserved for the sea, so that most passengers, finding themselves on the ocean where they would be in greater need of them, must greatly suffer from hunger and want. Many suffer want already on the water between Holland and Old England.

When the ships have for the last time weighed their anchors near the city of Kaupp [Cowes] in Old England, the real misery begins with the long voyage. For from there the ships, unless they have good wind, must often sail eight, nine, ten to twelve weeks before they reach Philadelphia. But even with the best wind the voyage lasts seven weeks. But during the voyage there is on board these ships terrible misery, stench, fumes, horror, vomiting, many kinds of sea-sickness, fever, dysentery, headache, heat, constipation, boils, scurvy, cancer, mouth rot, and the like, all of which come from old and sharply salted food and meat—also from very bad and foul water, so that many die miserably. Add to this want of provisions hunger, thirst, frost, heat, dampness, anxiety,... afflictions and lamentations, together with other trouble, as for example, the lice abound so frightfully, especially on sick people, that they must be scraped off the body. The misery reaches the climax when a gale rages for two or three nights and days, so that everyone believes that the ship will go to the bottom with all human beings on board. In such a visitation the people cry and pray most piteously.

Children from one to seven years rarely survive the voyage. I witnessed misery in no less than 32 children in

our ship, all of whom were thrown into the sea. The parents grieve all the more since their children find no resting place in the earth but are devoured by the monsters of the sea. That most of the people get sick is not surprising, because in addition to all other trials and hardships, warm food is served only three times a week, the rations being very poor and very little. Such meals can hardly be eaten on account of being so unclean. The water which is served out of the ships is often very black, thick and full of worms, so that one cannot drink it without loathing, even with the greatest thirst. Toward the end we were compelled to eat the ship's biscuit which had been spoiled long ago, though in a whole biscuit there was scarcely a piece the size of a dollar that had not been full of red worms and spiders' nests.

When at last after the long and tedious voyage the ships come in sight of land, so that the promontories can be seen which the people were so eager and anxious to see, all creep from below on deck to see the land from afar, and they weep for joy and pray and sing, thanking and praising God. The sight of the land makes the people on board the ship, especially the sick and the half dead, alive again, so that their hearts leap within them. They shout and rejoice and are content to bear their misery in patience, in the hope that they may soon reach the land in safety. But alas! When the ships have landed at Philadelphia after their long voyage, no one is permitted to leave them except those who pay for their passage or can give good security. The others, who cannot pay, must remain on board the ships till they are purchased and are released from the ships by their purchasers. The sick always fare the worst, for the healthy are naturally preferred and purchased first; and so the sick and wretched must often remain on board in front of the city for two or three weeks, and frequently die as a result, whereas many a one, if he could pay his debt and were permitted to leave the ship immediately, might recover and remain alive.

The sale of human beings in the market on board the ship is carried out thus: Every day Englishmen, Dutchmen and High-German people come from the city of Philadelphia and other places, in part from a great distance, say twenty, thirty, or forty hours away, and go on board the newly arrived ship that has brought and offers for sale

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passengers from Europe. From among the healthy they pick out those they deem suitable for their business and bargain with them how long they will serve for their passage money, for which most of them are still in debt. When they have come to an agreement, adult persons bind themselves by written contract to serve three, four, five or six years for the amount owed by them, according to their age and strength. But very young people, from 10 to 15 years, must serve till they are 21 years old.

Many parents must sell and trade away their children like so many head of cattle; for if their children take the debt upon themselves, the parents can leave the ship free and unrestrained; but as the parents often do not know where and to what people their children are going, it often happens that such parents and children, after leaving the ship, do not see each other again for many years, perhaps no more in all their lives.

It often happens that whole families—husband, wife and children—are separated by being sold to different purchasers, especially when they have not paid any part of their passage money. When a husband or wife has died at sea, when the ship has made more than half of her trip, the survivor must pay or serve not only for himself or herself but also for the deceased. When both parents have died over half-way at sea, their children, especially when they are young and have nothing to pawn or pay, must stand for their own and their parents' passage and serve till they are 21 years old. When one has served his or her term, he or she is entitled to a new suit of clothes at parting, and if it has been so stipulated, a man gets in addition a horse, a woman, a cow. When a serf has an opportunity to marry in this country, he or she must pay five or six pounds for each year which he or she would have yet to serve.

No one in this country can run away from a master who has treated him harshly and get far. For there are regulations and laws that ensure that runaways are certainly recaptured. Those who arrest and return a fugitive get a good reward. For every day that someone who runs away is absent from his master, he must as a punishment do service an extra week, for every week an extra month, and for every month a half year. But if the master does not want to take back the captured runaway, he is entitled to sell him to someone else for the period of as many years as he would still have had to serve.

*From Gottlieb Mittleberger, *Journey to Pennsylvania in the Year 1750 and Return to Germany in the Year 1754* (trans. Carl Theo Eben). Philadelphia: John Jos. McVey, n.d.