The Path from Passenger Lists to Naturalization
Part 1: Locating Passenger Lists and Crew Manifests
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During the two centuries prior to 1820, some 650,000 immigrants of European and African descent migrated to America by sea. In theory, when ships arrived in port, their captains brought a list of the passengers, crew, and cargo to the **Customs House at the port**. Port fees, taxes, and (later) Declarations of Passengers were collected. The documents were to be **transmitted to Washington, D.C., where they would be kept on file** until needed to verify legal entry and date of arrival for **subsequent applications for naturalization**. Those applications could be made by immigrants to the US at any local court house when continuous residency, allegiance, and moral character qualifications had been met.

After **1906** this process worked in a standardized, smooth fashion, but finding passenger lists prior to that time can be hit and miss. Fortunately, newspaper publishers were extremely interested in providing information on incoming vessels, their passengers, and cargo for sale. Hence, **newspaper listings** can serve as passenger list equivalents in the early years. Also, **early shiploads of immigrants were often organized by private companies, humanitarian groups, or government entities** whose records can provide lists of individuals whose passage was paid by those groups.

Ship passenger lists can provide useful genealogical data for the years in which passengers were dependent on maritime transit. Families often migrated together. At other times, a husband would precede the family, assess living conditions and employment opportunities, establish a home, and then return to Europe to bring his family to America. Watch for multiple trips that may coincide with the illness or death of parents in the "old country." From 1906 on, the **Declaration of the Passenger** was **standardized** to include questions of great genealogical interest, including home town, birth date and place, relatives left behind, family members already in the US that the new immigrant planned to join, intended occupation, intended American residence, and more.

MEGA-WEBSITES: Search for passenger lists in the Immigration and Travel Collections on the subscription sites **Ancestry.com, FindMyPast, and MyHeritage**. Filter by location and date range. Each can be accessed for free through Family History Centers. Passenger records are available for free through **FamilySearch.org**'s Historical Records. When searching, restrict records by Type: Immigration and Naturalization. As always, consult the **FamilySearch Wiki** by location to find links to passenger records for each state and country.

VOLUNTEER TRANSCRIBERS: Many books have been written detailing what has been extracted from colonial account books and other unique local sources. In addition, several high quality volunteer organizations, indicated below, have transcribed ship manifests they painstakingly tracked down and acquired, posting their transcripts online. For example, OliveTreeGenealogy has "Ships Passenger Lists to New Netherland, New York 1624 to 1664," which was extracted from a part of the West India Company Account Book, showing which passengers still owed money for the voyage when they arrived in port. See

https://www.olivetreegenealogy.com/nn/ships/index.shtm.

Crew lists are often included with passenger lists, or appended at the end of the passenger list. In addition to **passenger lines**, search **merchant marine records** and military records of **World War evacuation ships** that brought wives and children of service men home after the conflict.

RESEARCHING EARLY TRANS-ATLANTIC VOYAGERS
Although London was the principal port of departure for ships carrying emigrants abroad from the 1500s on, there are **no comprehensive passenger lists from London before 1890.** Sixty percent of immigrants to the colonies/US were English and Welsh, with smaller numbers of Germans, Irish, Scots and others. **New England and Virginia** were the principal destinations in this early period. **Lloyd's List** tracked ship movements, deaths at sea, and maritime news from 1740-1826. See http://www.maritimearchives.co.uk/lloyds-list.html.

Over three quarters of immigrants settling south of New England were **indentured servants, convict servants, and redemptioners**. War, famine, greed, and epidemics brought poverty and suffering to Europe. Without productive land to eke out a living, displaced poor flocked to cities, which became overburdened by their needs. A number of schemes were attempted to alleviate the unhealthy conditions. One of the more successful policies was to send people away to distant lands. **Their ship's passage was paid by humanitarian or government agencies, speculators in Europe, ship captains, and colonists already in North America. Court records** reveal **criminals sentenced to the colonies, debts to be paid by years of servitude, voluntary apprenticeships and indentures** to be worked out in America. **Worthy, indigent English children** were supported in "hospitals" until apprenticeships could be arranged in the colonies. For **convict ships sent from England** to Maryland and Virginia in the 1700s, see the appendix to Peter Wilson Coldham's British Emigrants in Bondage, 1614-1788. For **German immigration,** see Marianne S. Wokeck's Trade in Strangers: The Beginnings of Mass Migration to North America. For voyagers from northern Ireland, see Patrick Griffin's The People with No Name: Ireland's Ulster Scots, America's Scots Irish, and the Creation of a British Atlantic World, 1689-1764. Also check for evidence of arrival in **head rights** in the county records.

Although **passenger lists** turned over to the Customs House upon arrival are largely unavailable for the early years, there is much information available about who arrived and what happened to them. For clues about where a trans-Atlantic immigrant came from, on which ship, where they went, and who paid to get them here, see sources such as:
•   **Immigrant Servants Database**
       http://www.pricegen.com/immigrantservants/search/simple.php
•   **Child Apprentices in America from Christ's Hospital, London, 1617-1778**
       http://search.ancestry.com/search/db.aspx?dbid=49104

TIMELINES
Timeline of maritime migration
https://research.mysticseaport.org/exhibits/19th-c-merchant-marine/timeline/
Timeline of Statutes Regulating American Shipping, 1789-1860
https://research.mysticseaport.org/exhibits/19th-c-merchant-marine/statutes/

SEARCHING RECORDS OF THE RIGHT PORT
Between 1820 and 1880, ten million immigrants arrived in the United States from northern Europe, the British Isles, and Scandinavia. A significant surge from Germany and Ireland began in the 1840s and 1850s. Most migrated to the Midwest and West, although some settled in the larger eastern cities. Between 1846 and 1855, two million mostly poverty-stricken people crossed the Atlantic on voyages averaging 35-40 days, weather permitting. The **major port of entry to New England was Boston** during this time period. The National Archive's **Famine Irish Passenger Record Data File** (FIPAS) documents 700,000 New York arrivals from 1846 to 1851. See http://aad.archives.gov/aad/fielded-search.jsp?dt=180&cat=GP44&tf=F&bc=sl.

Search passenger lists in **New England, the Atlantic states, Galveston or New Orleans for the Gulf Coast or Canadian ports.** For a card file of passengers to **70 ports along the Atlantic and Gulf coasts**, see https://familysearch.org/search/collection/1921756. Select a port that would make the most sense for your ancestor to have chosen to reach their ultimate destination. For example, Iowa had no ports of its own, so immigrants would have arrived through New York, New Orleans, or Canada. Many railroads crisscrossed the east by that time. Many immigrants hoping to become Mid-Western farmers arrived via the **Great Lakes through Canadian ports of entry, completing their journey by train**. **Grosse Île** was the Ellis Island of Canada, a major processing center, particularly for Irish immigrants. See http://www.pc.gc.ca/en/lhn-nhs/qc/grosseile/decouvrir-discover/natcul4/b.

A sample of ports and records availability is listed below.
- Free indexes through https://www.familysearch.org/wiki/en/U.S._Immigration_%E2%80%93_After_1820
- Baltimore, Passenger and Immigration Lists, 1820-1872 http://search.ancestry.com/search/db.aspx?dbid=7480
- Boston, 1821-1850 Passenger and Immigration Lists http://search.ancestry.com/search/db.aspx?dbid=7482
- Passenger lists for Boston for 1820 to March 1874 and 1883 to 1935 at FamilySearch.org
- New York, Passenger and Immigration Lists, 1820-1850 http://search.ancestry.com/search/db.aspx?dbid=7485
- Philadelphia, Passenger and Immigration Lists, 1800-1850 http://search.ancestry.com/search/db.aspx?dbid=7483
- Hamburg Passenger Lists, 1850-1934 http://search.ancestry.com/search/db.aspx?dbid=1068

Between 1880 and 1920, twenty-five million immigrants, mostly from southern and eastern Europe, settled in New York City, Chicago, Philadelphia and other large cities. From the Gold Rush era to the completion of railroad networks across the continent, the vast majority of immigrants from the eastern states, the Midwest, and Europe reached the west coast by sea around Cape Horn or by a combination of sea and rail routes, crossing from the Atlantic to the Pacific through Latin America. In the **railroad era**, passage might have been booked from a European point of origin across the Atlantic with connecting tickets for the train. In this case, passenger lists and naturalization records can still assist genealogical research. If train tickets were purchased <u>after</u> arrival, documentation of the rail travel is not available.

CANADA AND THE GREAT LAKES

Many immigrants, particularly from Great Britain, sailed into Canadian ports or entered the US through the Great Lakes. Check arrivals though ports in Minnesota, Wisconsin, Illinois, Michigan, Indiana, Ohio, Pennsylvania and New York. Canada's "Ellis Island" was Grosse Île, an immigration depot used to quarantine immigrants with cholera or typhus, and later to handle the thousands of Irish immigrants escaping the potato famine of 1845-1849. Thousands were born, married, were buried, or stayed for a time on the island. Data is available through Grosse Île and the Irish Memorial National Historic Site
http://www.pc.gc.ca/en/lhn-nhs/qc/grosseile/decouvrir-discover/natcul4/b

FINDING PASSENGER LISTS AND SHIP IMAGES
- **Olive Tree Genealogy** at http://www.olivetreegenealogy.com/index.shtml
- Begun in 1998, the **Immigrant Ships Transcribers Guild** at http://www.immigrantships.net/ hosts more than 17,000 **passenger manifests** thanks to the efforts of volunteer transcribers**,** plus special projects (like Jacobite Rebellion ships or Irish to Argentina) and ship images. The site is now affiliated with MyHeritage, which also hosts their data. Search by ship's name, port of arrival, port of departure, captain, or passengers' names.
- **Steven Morse One-Step** web site is a useful search engine with versatile filtering for various ports. Visit http://www.stevemorse.org/. Preferred over Ellis Island search engine.
- For links to passenger lists by port, see http://www.germanroots.com/onlinelists.html.
- See FamilySearch Wiki articles by state for crew lists, such as Michigan with its Great Lakes ports (e.g.,, https://www.familysearch.org/search/collection/2426314).

Shipping lines proudly display photos or paintings of their ships. Look for Red Ball, Black Ball, American Steam Ship company and others. Bear in mind that ships do not necessarily have unique names. Companies often replace aging vessels with new ones given the same name, so specify the time frame when searching for the history of a ship,. Google the name of the ship, specifying that an image is wanted, or search Olive Tree Genealogy and Immigrant Ship Transcribers Guild for ship images.

TERMINOLOGY FROM OTHER LANDS

Ancestry.com's Hamburg Passenger Lists provide digital images of records from **1855-1934**, except for WWI years, 1915-1919. A partial index exists for 1855-1914 and 1920-1926. Of the 5 million passengers who sailed out of Hamburg, about 80% came to the United States. Between 1880 and 1914, approximately one third were Germans. The majority of passengers were Russian or from southeastern Europe. 750,000 Jewish immigrants from Russia departed through Hamburg. Passenger records generally include the **last place of residence and often the place of birth**. Look for separate lists between 1854 and 1910 for **direct passengers** ("those who arrived at their final destination upon the same ship that they were registered on when they departed Hamburg," whether they had stopovers in other ports or not) and **indirect passengers** who registered on a ship in Hamburg, but transferred to another ship before reaching their final destination. After 1911, the lists were combined. About one third from 1870 to 1892 took the indirect route to save money, transferring to other ships primarily in English, French, Belgian, and Dutch ports. The records in this database typically include birth date and place, occupation,

residence, nationality, marital status, relationship to head of family, religion, military service, and final destination.

Another classification system to be aware of is found in the passenger lists for Australia. They are divided into **Assisted Passengers, 1828-1896**, whose passage was either subsidized or paid for by another person or through another agency, and **Unassisted Passengers, 1839-1923**, who paid their own way. The **Inward Passenger Lists**, also known as **Passengers Arriving** or **Shipping Lists**, include **crew names**, ages, and birthplaces; adult passenger names (often listed without given names) and their occupations, and the number and gender of children traveling with parents. Shipping records have slightly less information, but will include the passenger's occupation and nativity.