



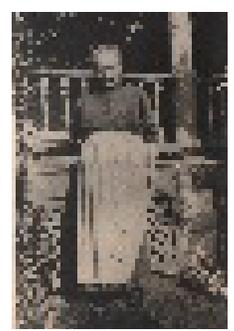
Steve Heydinger, second
Heydinger born in Amer-
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HEYDINGER

Newsletter

Vol. XCIX, No. 6



Mary Gullung Heydinger,
ca 1912

Good-by Summer of 2015

We sit on the verge of another autumn season here, with the crops beginning to yellow in the leaf, the nights growing cooler even if the days are still muggy, and all the kids back in school already. We are also under one year away now from the next grand Heydinger Reunion, the Centennial celebration to be held in July of 2016.

Your planning committee has been busy this summer trying to flesh out all the ideas that we have proposed for the reunion, as well as those many of you have suggested. We thank you for your input and ask you to keep the ideas coming.

In the following pages, we will be adding more information and also asking for more help to make this event a reality, much different from any past reunions you can remember. And for those of you for whom this may be the first time returning to your true roots, you aren't going to live long enough to see this one topped!

So peruse these pages and stay up to date. If you see any way that we can improve what we are putting forth, please email us your ideas. And if you see a way that you can help out on any of these projects - even from afar - do contact us.

Also, you will notice that we continue to print the questionnaire to try to gauge how much interest there may be in the different events being planned. We especially need to know your feelings about the third day being added to the agenda, the Friday of that reunion weekend. Read about what is being planned and give us your thoughts. Do we proceed with the day or just drop it?

Finally, considerable planning has gone into the trip over to Europe and the Alsace-Lorraine region that will occur next May. We still need a few more folks to sign up to keep that price down. It is imperative that we know for sure yet this fall whether you will be traveling with us so that the Passport people can charter the plane and arrange all the accommodations. Some have indicated they will be accompanying us but have not begun their payment plan yet. That is ok, but we DO need to know now whether you will be following through so planning can continue.

As we begin this fall season, we hope that you and yours continue with good health, enjoy the turning of the seasons once again, and also think about family as you go about your daily tasks. This Heydinger family has accomplished some remarkable things in the last century or two. We hope you appreciate how far we have come from such humble roots.

Update on Trip to Lorraine

We are all so used to referring to the region from which our ancestors emigrated as the Alsace-Lorraine section of France - or Germany, depending upon who had won the latest war. Actually John Adam Heydinger's village of Merlebach in modern day France lies in the area called Lorraine. Always has. Didn't move. It extends in an east-west direction for the most part from Strasbourg on the east to the area of Metz and Nancy in the west. The Alsace area lies below it, running south along the Rhine River, from around Strasbourg down almost to Switzerland.

The trip to those areas next May will find us departing from Cleveland, landing in Paris, and then taking the bullet train east to Strasbourg where we will hole up for a couple nights to get acquainted with the food, folk, language, and local customs. Then we will set out to explore the Lorraine area, heading up north west to the Saar area and finally Merlebach. On the way, we hope to see what has become of the tiny villages where our REALLY early ancestors were born, died, and are buried. Of course, their graves will not be there, as "modern" progress in Europe usually dictates that burial plots be reused about every century or so - something to do with large populations and too little land.

We will then spend a day exploring the Alsatian region, traveling to a couple of the most perfectly preserved towns from antiquity and stopping to take in vineyards, farmsteads, and some good Alsatian cuisine on the way.

Then we head west and north, tracing some of the steps that the Heydingers would have taken on their journey from Merlebach to the seaport of LeHavre from where they sailed. We will visit some of the great cathedrals in the area, trying to soak in some of the fervid religious traditions that our family practiced. Rouen is one such city, Rheims another - the former where Joan of Arc was burned at the stake, the other the seat of a world renowned cathedral - and some pretty good champagnes! We will then head up along the Seine River, back to Paris - the opposite direction from which the Heydingers journeyed upon leaving France. (Has to be - the airport and flight home are in Paris, not LeHavre!) Along the way we will visit Giverney, the lily pond home and workshop of Monet, and then Versailles.

In Paris, we will explore some of the world famous landmarks, then head home with pictures and stories enough to regale all who attend the reunion a few months later.

Sign up for the Trip to Europe

It is not too late to consider joining the family on the trip to Europe in May of 2016. Here is a great opportunity to visit many of the places that were so important in our family's European history.

For a complete description of all the sights we will see, the places we will visit, the experiences we will share, visit the Passports website at:

<http://secure.passports.com/Group/TourOverview.cfm?a=6A44B9ACD0AF4F25CA10FF57494CFCCDCDFDE-B03E1>

Cut and paste this URL into your browser and enjoy the trip!

What we need now is a few more bodies actually making this trip. The price given us is predicated upon 20 persons joining in. We are a few short of the goal right now.

If you have been thinking about doing the trip, please step forward NOW. The Passports people need to charter a flight for us and need to do it soon to get the best price and flying times. After the first of the year, next summer's vacationers will be flooding the web looking for deals. So we need to sew this up sooner rather than later. If you have any questions, don't hesitate to email us.

For pricing and payment plans, click on the Pricing link on the left side of the page and a PDF will come up with full details. Again, if you have questions, please email us.

This trip could be a once in a lifetime opportunity to reach deep back into your ancestral roots. And to do so accompanied by members of your VERY extended family. That's part of the adventure. You will be traveling with some folks that you may already know, some that you will meet for the very first time. That's exactly what John Adam and his family faced when they emigrated. They did it, traveling over sixty days with complete strangers. At journey's end, we doubt that there were any strangers aboard that little ship. And you, too, will enjoy enlarging your circle of acquaintances as you follow in the family's footsteps and learn more about what it means to be a Heydinger.

Do let us know as soon as possible whether you will be considering and ultimately joining us. Thank you.

Heydinger Family Cook Book

This idea for a family cook book, filled with recipes dating back a couple centuries in some cases, is taking shape. Recipes have been trickling in slowly but the pace needs to accelerate now. We have a skilled person assembling all the information and readying the material for print. But like any project such as this, the printing in time for the reunion requires lead-time.

So we are asking you to start pouring over those recipe books that you have in your possession with instructions for fixing goodies that date back to our earliest days. It doesn't matter what the format is, and you don't even have to type it up. If you have a Smart Phone, just snap a picture of the recipe and text that.

What we really appreciate are the stories that you have been sending in about the origin of the recipes, your fondest memories of with whom and how you used to enjoy these foods, and, of course, the directions for assembling the recipes. We are heavy on cookie recipes right now, but that's alright. Seems as if every grandma's way to a child's heart was through its stomach - all sugared and molasses-ed up. And we are still trying to convert into modern measurement a quantity of lard, equal in amount to the size of a large quail's egg. Don't see many of them in these parts any more, nor the lard for that matter.

Keep the recipes and stories coming by emailing them to Gretchen Schellinger at gshelleng@yahoo.com. Or if you prefer the snail mail, try her at 1786 S. State Route 53 Tiffin OH 44883.

Family History Artifacts

Every family has scattered about within it artifacts from the past. You know the type of things we are talking about. You may have inherited them when your folks passed on, and they in turn may have had them handed down to them from still earlier generations. We think it is important for any family, as part of remaining in contact with ones roots, to see and, in some cases, actually hold those items which played such a significant part in the lives of these earlier family members.

We are asking you to look through your kitchen or garage or barn or attic, or wherever you tend to shove "stuff" that seems to have lost its significance for you today. But you know you must hold on to it and would have a terrible time sleeping if you were to pitch it out. It could be a 1920's rolling pin that grandma use for her famous sugar cookies, or a hand held corn planter passed down from the 1800's. Maybe you have the family Bible from your three-greats-back grandparent, the one you can't read because it's in German.

Start digging these things out, or at least locate them if you don't want to be tripping over them between now and next July. DO NOT SEND them to us; rather, bring them along when you travel out to Ohio for the reunion.

We will then have an area dedicated to this type of family memorabilia, secure against things getting legs and walking away, and yet open enough to display in an educational manner those things that once helped define our existence. Help contribute to the fun by writing up a little note card to attach to the object and explain its significance. We will all leave the reunion a little bit wiser. But remember, we are Not *Antiques Road Show*, so don't expect any appraisals.

Friday Family Funday

Friday of Reunion Weekend is being planned as a FAMILY fun day. Too often, family reunions of any size are seen as a day when an older generation or two gathers to catch up and reminisce about those good old days. The ones that always feel left out are the younger generation, those with children who know only their siblings, then sit around bored stiff for an afternoon. Sure, most families plan for about an hour of kiddie contests, and everyone goes home with a fist full of candy to mess up the car on the way home. The sweets are a bribe to mollify the kids, but unless they find a favorite first cousin or so, they really would prefer to occupy themselves with something else for an afternoon - like maybe their electronic finger exercises.

We want all generations of our family to return to this Bog One, kids and all, and have a memorable time. We want families of all ages to engage in some sort of activities that will mix them up for the better part of an afternoon and evening, fun types of things that they will remember for a lifetime and make them want to return for each Big One thereafter.

To accomplish this, we are renting a pavilion at Auburn Lake Park at North Auburn to anchor the day's activities. We are making arrangements for the members of the family to use all of the park's facilities all afternoon at no cost to the families. The park boasts a huge lake where kids can bake in the sun at a sandy beach, swim to their hearts content, run around in paddle boats, even try their hand at fishing if they want. We will run contests all afternoon. A volleyball court there would be ideal for a VB tournament. Which branch of the family will be the champs? In the water we will also have a "soccer" tournament, except that the "ball" will be a greased watermelon and the games played using feet only. A corn hole tourney will also be staged, and for the older guys attending, we'll even break out the horseshoes.

Around supper time we'll serve up the results of the hog roast with fixins galore. Games can continue until dark when we can then have a fireworks display. Yes, we know. Fireworks are not legal in Ohio. But we suspect that enough folks on the way back to Ohio will pass those fireworks stands where such things are sold for use out-of-state only. Many will want to purchase a few rockets or mortars to bring to the Great State of Auburn to shoot off. It promises to be a fun way to end a great day as family. Nothing brings folks of all ages together like competition and food. A whole afternoon and evening dedicated to just such fun for children from age 2 to 92 seems like a way to create memories for those usually disinclined to attend reunions. Hopefully they will want to return for the next one.

On the questionnaire located in the back of this issue, please indicate whether you would be inclined to attend such a fun day. That way we know how to plan for the important things - the size of the hog to sacrifice to the weather gods for good weather that day, the number of watermelons and gallons of grease to bring, how many sets of corn hole and horseshoes, and above all, how many tons of candy prizes for the kids. Hope to see you all there!

In the meantime, please REPLY SOON!

Heydinger Family Auction

Sunday afternoon, after the family meeting, we will stage the highly anticipated Heydinger Family Auction. Something has to pay for all the weekend's frivolity, and this event in the past has usually provided most of the income.

We are asking each family to bring something that can be auctioned off. Ideally, items brought in are those produced by Heydingers themselves and not picked up at someone else's garage sale or at a flea market. The sky is the limit, but size should also play a part. Remember, some of the folks will be flying in for this weekend, and great-grandpa's old trunk won't pass as a carry-on. We don't need to know in advance what you are bringing, as no auction catalogue will be printed up. Rather, the whole stage area at St. Bernard's usually fills up, and folks can browse for several hours to home in on what they want to bid on.

As you finish your projects, take a picture of them and send it to us so we can put the pictures in our FaceBook page and publish them here as well. This should give other folks ideas as to what they could be preparing as well. Don't wait. Get those pictures in to us as soon as you are finished. But don't wait until May.

What we do need to make the event move on efficiently and quickly, though, is someone with any kind of auctioneering experience to actually run the auction and get us all on the way home before the kids start to get grumpy or the curfew at the home takes effect. So if you can help us out on that, we would appreciate hearing from you. And if more than one person steps forward, that would be great as well.

Souvenir City

Every big reunion such as this one being planned should have a few take-aways that folks can look at when home and remember the great time they had as family. Some items are practical and can be used every day, while others merely grace your shelves and stare at you when you walk by. Either way they are pleasant to have around.

But we need your input as to what you would like to see for souvenirs, things that you would be most likely to take home with you. On the questionnaire, indicate some things we should look into providing as take-aways. But do it now. Preparing and ordering or whatever else is involved takes time and cannot wait until next July. Be creative with this. If we can't do it, perhaps we can find someone who will.

Some ideas submitted so far are:

A Heydinger family calendar; reprints of old Heydinger Herald; coffee mugs featuring our ancestors' "mug shots"; tee shirts featuring family images and maybe our logo; sets of Christmas cards featuring images of family; frisbees with family images emblazoned on them. Sound far out? Maybe. But what the heck, until you can do us one better, this is what we have so far. Email us your suggestions pronto.

Heydinger Family Logo

In the old days, before Heydingers came to be, families of import used to create a family crest or a coat of arms. We don't fight any more and don't have to decorate our battle shields to tell friend from foe on the field. But that does not mean that we cannot show off the importance of our family in an artistic form and proudly display it.

We know that there is enough talent and no shortage of ideas in the family to create such a crest or coat of arms. We are proposing a contest to create this design that we can use on any souvenirs, print in all future publications, and display at family functions for at least the next hundred years.

If you have talent and would like to try your hand at this, let us know. For ideas, we have been offering in each issue of this *Newsletter* a history of our family from as far back as we could trace it. So someone out there **MUST** be able to read through these things and pick out the most important ideas that make us a unique family. Then, as they say, a picture is worth a thousand words. So give a visual representation of what it means to be a true Heydinger.

If you would like to try your hand at this, do let us know - and soon. If you have rough sketches, send those to us also. We can put together all of you working on this project on a page in Facebook where you can collaborate to produce something that we can all be proud of and make an important part of our future heritage. Look forward to the future by celebrating our past in this unique way.

There is a sense of urgency, though, as we would like the winning design to be placed on any souvenir items produced for the reunion. So "*Mach schnell*," and get something to us if you can.

We Got Talent Too!

Heydingers are a talented bunch. As part of the Saturday evening event out at North Auburn, we are planning a talent show. Yes, we will have a band playing for us as we dance away into the wee hours and keep the ghosts at bay there in the cemetery. But interspersed among the band's pieces, we want to showcase other family talent as well. We can stage singing and dancing and playing of all sorts, or any other talent that you may possess. This family has talent and it needs to be exhibited for all to enjoy and marvel at. Just remember, though, to plan for short displays.

So on the questionnaire, indicate whether you would like to participate in something like this. If the talent involves a group, get them together and practice up something that will amaze us all. Let's make this a very FUN deal! More details will be forthcoming as we hear from you folks and figure out how to manage it all.

Call for Contact Updates

With the reunion now under a year away, it is more important than ever to keep our database of contact information up to date. We are constantly receiving emails that so-and-so is not receiving the *Newsletters*; please add them to your list. Happily we will do so, but we need more folks to send us the information. Most of you talk with others in the family and know who is not receiving the monthly contacts. Would you PLEASE ask around if you are on the list and see who else in the family is NOT in the database. We want to get everyone connected, and with your help we can.

We also thank the many of you who receive this *Newsletter* but have elderly family members who do not have INTERNET. You are copying the material and hand delivering it to them! What a great service you are providing them. Keep it up.

Sadly we have another "contact" request. At our Mass on Saturday night of Reunion Weekend, we would like to remember all the family members who have passed away since the 2010 reunion. We have a partial listing, but many of our out-of-state and more distant cousins we fear we have missed. That is understandable as there is no central repository for collecting the information, and some branches of the family have been scattered out of the home area for a generation or more.

Would you please email us of any in your branch of the family who have passed away since August 1, 2010. Include, if you would, where they passed and when, and we can find the newspaper obituary for more complete information. Thank you for your help on this.

The Ed Heydinger Treasury of Photos

On August 14, Gretchen Schellenger and yours truly visited in Toledo Norman and Dorothy Heydinger. Norm's father, Ed Heydinger (1889-1980) was the third Heydinger grandchild born in America, so you can see how far back into the first generations of Heydingers he went. Formally educated and himself a teacher for a short while, Ed appreciated the value of history and of family. He kept diaries and logs of just about everything. But the crown jewels are the picture albums he left in the care of his son Norman, now 94 himself. Norman wanted to share them with future generations. He and Dorothy had invited us up to scan as many pictures as we could, and that we happily did, so many that at one point the scanner overheated and refused to work until it had cooled down! Those oversize images that would not fit the scanner we were able to photograph. What a treasure trove Ed through Norman has left the family. In future issues we will be sharing many of those with you. A few are still alive who will remember the originals, but it is important that the rest of us also familiarize ourselves with them to remind ourselves of who we are and where we came from.

Thank you, Norm and Dorothy, for a wonderful luncheon and pleasant afternoon of memories!

The Heydingers Emigrate - FINALLY!!!

In the past few accounts, we reviewed how the living conditions in the Alsace Lorraine area had deteriorated to the point where tens of thousands of the populace were forced to emigrate in order to survive. We followed the John Adam Heydinger family through the decision making progress, to selling his property to raise the necessary cash, to actually procuring the ox cart to haul the family and their meager belongings to the port. We left them on the outskirts of Freyming-Merlebach, looking backwards at the homeland and life they were leaving, and then bravely setting forth upon the emigration route that ran from Germany to Paris, less than a mile from their home. What feelings lay upon their hearts we will never know, as no lore has been passed down within the family.

However, we can gain an insight into what it must have been like from a piece of information passed down from Peter Heydinger, the oldest of John Adam's grandchildren born in America. Peter often told that John Adam's favorite song was "O Strasbourg, O Strasbourg," a song that Peter recalls his grandfather often singing and humming, especially the last verse. The original song in German recounts the lamenting of many a mother and father for the sons they had to send off to wars, never to return, leaving family and girlfriends behind to mourn. The last stanza is most poignant in expressing the eternal loss, as the nut-brown girlfriend sighs, loosely translated, "Good night, my sweetest darling, I will see you nevermore!" John Adam's thoughts must have run closely to those of the Madchen, knowing that he would never again see his sweet darling, his beloved homeland. But leave they did and we are here.

The road ahead to Paris lay about 110 miles, give or take a few for the ruts and detours that had to be taken. We don't know when the family left Merlebach, just that their ship sailed in October of 1850. Late summer would have been a good time to leave as the roads were hard packed and easier to travel. The countless oxcarts had worn the trail down hard over the previous twenty or so years, as the caravans carrying cotton east and emigrants back west had worn the turf bare and compact. Somewhat similarly, in America's historic past, the various trails leading westward across the Great Plains are still visible in those areas where the land has remained untilled. Vast stretches of the Oregon Trail are still walked each summer by adventurers wishing to re-trek the areas where their ancestors once walked to begin new lives and help populate an empty West. John Adam's family would stake their fortunes with the vast number of like-minded countrymen headed for Paris and ultimately down the Seine River to Le Havre.

As the small band entered Paris in the summer/fall of 1850, what would have greeted them? The city itself, without counting the suburbs, was comprised of a tad over one million inhabitants, with a few pockets of wealthy, bourgeois blocks and more of the poorer, laboring classes. The broad avenues that we know today had not yet been carved through the city. Close living quarters and often squalid conditions made it a sickly place to be at certain times of the year, notably summer when temperatures ran high and the fetid waters, churning with bacteria and diseases from open sewers, emptied directly into the river, along with the offal of the butchering sections of town. Louis Pasteur and his germ theory of diseases were still about fifteen years into the future, and stories of sickness and certain death were probably part of what convinced the Heydingers to go further west.

While they were in Paris, however, we do know that they would have found a large enclave of fellow Alsatians living there, some temporarily, on their way to the port cities, others settled but lately and tending to the needs of their fellow countrymen. They operated hostels, liveries, and eateries of all sorts, and above all, spoke the language of their homeland, a mixture of mostly German and some French. The community also published its own Alsatian language newspaper.

As mentioned before, we also know that John Adam made two purchases in Paris that are recorded and passed down. He had undoubtedly read of the accounts sent by an earlier family member who had emigrated and possibly from the "salesmen" sent from America to France and Germany to spur emigration that the Ohio lands were full of Native American savages. Only partly correct were these hucksters. The last tribal migrations from Ohio to areas west of the Mississippi occurred in the fall of 1843, but tales persisted of "loners" who refused to leave, instead assimilating themselves into white culture, some few actually intermarrying with the Europeans. Nevertheless, insurance might still be needed, so John Adam bought two insurance policies while in Paris.



The first was a material imprecation to the divine for protection in America, a crucifix, about ten inches tall, standing upon a base, brass in their entirety. The corpus of Christ today has been worn smooth from many decades of use in a firmly Catholic household. Who knows how many countless rosaries were recited before it, or how many times during storms it would be placed upon a table with two lighted candles, a practice much carried out by German families until well into the twentieth century - lightning rods be damned! The crucifix today remains within the family, but the second "policy" has not surfaced.

To physically protect his family, John Adam is said to have also purchased a shot gun. Gauge and length are unknown but to the present possessor, if it indeed still remains within the family, but it was probably a 12 or 16 gauge, and could even have been a double barreled weapon. The French had learned, as had the Americans, that the best protection against oppressive government lies with commoners in possession of something more than pitchforks and shovels when assaulting a Bastille or facing down a charging cavalry. So gunsmiths, by mid-nineteenth century, had sprung up in Paris and were only too eager to sell to emigres. Many had originally produced rifles, but then reworked them into shotguns. In fact, most of these remakes were actually sent to Africa, the so-called Zulu guns, to help colonialists pacify their natives. But whatever caliber John Adam purchased, and whatever price he had to pay, he had to have felt good about the prospects of safeguarding his family, both on their journey and upon the settling in a strange land.

How long John Adam tarried in Paris we don't know. We do know that numerous companies existed to help the emigres complete their journey to Le Havre, a distance by the Seine River encompassing about 280 miles. The journey, once passage was booked, took approximately a week. Two types of craft were available, one using sails, the other steam, to propel downriver. Since the 315 km trip was downstream, one might conclude that it made little difference as to which method one could choose - travel leisurely by sail or faster by steam. Not so. The last 100 or so km of travel were extremely dangerous, and remain so even today. Tidal bore is the culprit. When ocean tides reach a river mouth or estuary, the rushing of the ocean water usually is greater than the down stream flow volume and rate. Thus, an actual "wall" of water can be seen rushing upstream as the ocean wins the arm wrestling contest with the river. This wall, or bore, (mascarat) of water can travel far inland and present considerable risks to crafts not prepared, not the least of which is capsizing of a boat and possible drowning of passengers. It did not matter much whether the boat was sailing or under steam; frequent capsizings and drownings were common to both. John Adam, a land lubber, had to choose well.



Seine river tidal bore at Caudebec-en Caux around 1960, almost 30 miles from the sea by river.

Another method of transportation from Paris to LeHavre existed in 1850, the railroad system. France was running a close second to England in providing railroad transportation from about 1843 to 1860. The emphasis was not on carrying cargo, however. Instead, passenger transport was the main focus. Unfortunately for John Adam and his family, the leisured, wealthy class was targeted for rail service. The preponderance of cars were outfitted very similar to the Pullman cars in America of a couple later decades. Sump-tuous seating and lavish salons, posh sleeping quarters, luxuriously outfitted dining cars with gourmet dinners all contributed to one thing - extremely high fares, almost four times higher in France than in any other European country. We suspect that price alone dictated to John Adam which method he would choose. Railroads were the equivalent of today's first class air flights, boating the same as our coach class, cramped seats and all. Unfortunately for John Adam, a railroad opened in 1854 between Strasbourg

Arriving and Sojourning at LeHavre

What could the Heydingers and their co-travelers expect to find upon arriving at LeHavre? First, they would have already been introduced to the city by “runners,” those employees of the shipping companies hired to herd the migrating masses toward their company’s ships to America. Even before the family would have left Merlebach, these runners would have flooded them with tracts and pamphlets touting the glories of the New World and their shipping company’s ability to deliver them to this new Eden swiftly and safely. Furthermore, since ships had not set sailing dates, travelers would have needed food and accommodations while awaiting their turn to embark. These runners, then, would advertise various inns, markets, and provisioners in the city, trying to lock in money before potential passengers had even arrived in the city. Often travelers had to compete, during the high sailing season, with as many as two to three thousand people at the same time. It paid to know what to expect and how to navigate the morass of eager retailers, perched vulturelike, attempting to separate travelers from their money. For a comparison, however, consider a modern vacationer set upon visiting Niagara Falls and arming himself beforehand with all sorts of brochures and INTERNET images and ads. All well and good, but nothing would beat the actual experience of driving over the Rainbow Bridge for the first time, seeing the falls from afar, and then standing in Victoria Park, feeling the mist upon one’s face, smelling the food trucks and their wares, and hearing the pounding of the thunderous waters pouring over the precipice. Forearmed as he could be, John Adam and his young family could hardly anticipate what they were about to experience as they neared LeHavre.



LeHavre about 1854

The city itself had grown from its founding as a vulnerable city in the Middle Ages. Francois the First, back in 1517 had built its first protected harbor, and many successors improved upon the bulwarks to protect the city, its harbor and warehouses. The city in 1850, the time period in which we are interested, consisted mostly of docks and shore-front inns, tawdry flophouses, rigging lofts, and warehouses. It served as the main port of entry for cargo ships from America; in fact, without America, the city would have died. Docks were pile high with bales of cotton and teamsters jostling their oxen through a maze of buildings, screaming commands at truly dumb animals and their dray men as well. The odors of rotting fish and saltwater, as well as tons of manure and rotting grain on streets and docks as well, surely offended the French nostrils and those of newcomers from the east like the Heydingers. But they and thousands of others like them, with their eyes firmly fixed upon bettering their lives, tolerated this scene as a small price to pay for coming to America.

So what had to be done at this great port city in order for the Heydinger family to secure the swiftest and safest passage to America? In order, three things were most important: secure food and temporary habitation; inspect and secure a seaworthy ship; and, finally,

secure all the provisions needed for the crossing.

Temporary lodging and food for what could have proven to be up to several weeks while waiting upon passage was everywhere to be had - for a price. The poorest of the poor resorted to a flophouse roof over their head by night and street-side, open food preparation places for eating. Many had brought food from home for the journey, but usually by the time they arrived at LeHavre, the supplies had run low - and there was still the crossing itself!

Those a little better off could avail themselves of an inn, where a room (for seven in the case of the Heydingers) with tick and lice infested mattresses enough for half that many could be rented. Food was usually provided as part of the daily rental fee, but as a rule it consisted of a large breakfast, nothing over the noon hour, and then bread, a soup with some form of "meat," and perhaps a plate of raw vegetables. By present measure, it hardly sounds enough, but for the nineteenth century it was adequate.

As to securing an adequate ship for the passage, what would a dirt farmer know who hailed from a part of France with nothing larger than a raft on a creek? As passage was always arranged directly between captains and the hopeful passengers, the former absolutely had the upper hand. The captain was responsible for totally remodeling the ship after the cargo of cotton bales had been offloaded in order to make the craft passenger-ready for the return trip. The ship would need new decking below the main deck to create at least two separate levels for passenger accommodations. He would have to construct fireproof cooking areas where families would take turns preparing their meager meals while sailing. Toiletry areas also had to be built, though not with the type of personal privacy that we demand today upon trains and planes. Even a special room, or small infirmary, had to be provided to sequester any passengers who became ill upon the journey and threatened to infect the entire ship if left among the general population aboard. A better class of ship would have guaranteed the presence of a doctor making the trip as well. All this construction could be accomplished in short order and done in such a way that it could easily be removed upon the return to America to make room for the next cargo loading. Records indicate that these ships could actually make two complete round trips per year, cotton eastward, human cargo westward.

Of course, the captain would have taken the prospects upon a "guided tour" of the ship to convince them that a forty-five day trip would be safe, comfortable, and arrive on time. Much depended upon his skills at seamanship, and with fares set high and costs kept low, a captain enjoyed high status and a great income. But then that's why, in most port cities, both in Europe and in America up into the early twentieth century, the largest homes were owned by ship captains.



The ship John Adam chose was called *The Zampa*, a French built craft captained by a Jean Alexander Varnier. *The Zampa* was a three masted barque of only 366 tons and one deck, built in 1837 at Nantes, with a draught of 16 meters. She was owed by the company ANCEL D. & Fils of Le Havre. Unfortunately for researchers, most records of ships from LeHavre were destroyed by the fires of the D-Day invasion in 1944. We have, therefore, no idea today how she met her fate.

A barque usually was not even referred to as a ship, the latter term being reserved for a craft of at least four masts, fully rigged. But regardless of the slight among only seamen themselves, the barques were extremely efficient, fast (about 15 knots), maneuverable, and seaworthy. This particular barque was a little less than the length of a modern football field and about half as wide. A crew of ten could man the ship of this size, but usually about 30 were carried, the difference comprised of mostly apprentices. (Imagine a modern 747 with a flight crew of non-licensed pilots and navigators!) Its draught, its depth of hull below water, was a little deeper than other strictly passenger barques, mainly because of the type of cargo it carried - cotton. But the good news is that in terms of adding room below deck for transporting passengers to America on the return trip, head room could be greater. For the captain, a draught of 16 meters meant that TWO additional passenger levels could be constructed below the main deck, thus allowing for more passengers and their personal belongings. The bad news for the passengers was that those two decks down had very little fresh air and more disease.

A barque, similar to the *Zampa*, of about 285 feet in length. No sketches or pictures survive of the *Zampa*, but this image can give one a sense of how small passenger ships were in the 1850's. By comparison, a modern cruise ship can range in length from 900 to over 1,200 feet in length.

1856 Gustave Le Gray
photo in Metropolitan
Museum of Art

What provisions - besides the personal trunk and its contents brought from Merelbach - would the Heydingers have needed to guarantee some degree of comfort during the Atlantic crossing? French farmers would have known nothing about such things, of course, and thus would have been easy pickings for shoreline hucksters trying to push wares upon them that were really not essential. There were, however, guide books printed to try to educate those about to make the trip and prevent them from being fleeced.

What exactly was the recommended requirement per passenger for a trans-Atlantic passage in 1850? From various accounts, both from England and the Continent, we can arrive at some rough averages. Passengers could take two types of provisions: private and common. Private stocks were carried and guarded by each family itself. Common stocks were paid for in advance but maintained in the ship's larder and doled out to families not less than twice per week. The modern analogy would be the difference between the snacks flying passengers would purchase before boarding a plane, and the beverages and meal(or peanuts) served by the airline on board during a flight. By law, German registered ships as early as the 1830's, were required to carry at least a 90 day supply of provisions on the crossing. For French ships, we were unable to discover such a requirement. However, common sense would dictate that enterprising captains could not advertise much less than 90 days and hope to attract passengers.

Each passenger age 14 and older was "guaranteed" these common provisions:

Water, at least 3 quarts daily, and the following "provisions, after the rate per week -
2 1/2 lbs. of Bread or Biscuit, not inferior in quality to what is usually called Navy Biscuit;
1lb. Wheaten Flour; 5lbs. of Oatmeal; 2lbs. of Rice; 2oz. Tea;
1/2lb. of Sugar; 1/2lb. of Molasses.

Each family was responsible for how it prepared the food, with time at the hearth strictly rationed and limited to those times when the ship was sailing smoothly and not roiled by waves. Lengthy storms resulted in much hunger aboard, unless a family had thought to bring along various smoked meats which could be cut into manageable portions and eaten cold, served perhaps with bread several days old and washed down with water. Of course, as the trip lengthened, even the water had to be scanned for "crawling things" that could take up habitation in the barrels stowed below.

The issuing of the common provisions commenced upon the day of embarkation, continued for at least twice per week during the crossing, and even included food for up to 48 hours after arrival at port. Passengers were held on board until port authorities cleared them to disembark, usually inspecting for disease and sickness to protect the population. Anxious passengers were often required to wait aboard until authorities were convinced no one was in imminent danger of dying of disease. What they didn't notice, however, was the even greater potential for spreading disease caused by the rats running between the ships and shore on the mooring lines.

The private provisions passengers were advised to take could fill in for those times between meals when weather prevented preparing warm meals or toward the end of a voyage when common provisions began to run low. Typically families were urged to take - and carefully guard - a sack of 20-25 pounds of flour, 6 pounds of bacon; 2 1/2 pounds of butter; 4 pounds of something such as breads or biscuits hard baked; 1/4 lb. Tea; 2 lbs. brown sugar; salt; soap; and a tin of bread soda (sodium bicarbonate). In a pinch, if rations grew low on the journey, something edible could always be concocted from these ingredients.

Besides the food, of course, passengers had to take the means to prepare it as well as eat it. No doubt, most families already had such materials with them, the kitchen utensils that wives knew how to use and anticipated using in the new country. Pity the bachelor men traveling alone and unaccustomed to the culinary arts! The hucksters on shore tried to push enough tinware upon the families to provision a couple cabins upon their landing. For example, they "suggested" a large tin water can, a large tin hook-sauce pan, a frying-pan, a large tin basin which could serve for washing and for preparing bread, a chamber pot as tin teapot and kettle, several deep tin plates and pint mugs for eating and drinking, knives, forks, and spoons, a barrel big enough to hold all the above and a good padlock to secure the goods. Additionally, travelers would need towels, simple straw mattresses to give some sort of comfort at night, blankets depending upon the time of year, and perhaps a rug and some sheets. Much of these provisions could have been carted from home by the Heydingers - or at least their equivalents, but it's a good bet that the perishables had to be purchased on the docks before embarking.



Loading up

Even with all the provisions purchased and safely stowed, the family would have faced much discomfort, the threat of imminent life threatening disease, and sea sickness as well as the hard knocks of being thrown around, possibly for days at a time, if rough seas were encountered. We need to remember that in the Heydinger's case, they set sail from LeHavre in October and didn't land in America until early January. These were not the best times of the year to make a crossing, so picture five terrified teens and their parents sitting in near darkness below deck through the late fall storms on the North Atlantic.

Life aboard ship was strictly regulated to create some semblance of order for the long journey. Captain was always king at sea and the rules laid down were enforced by some captains, disregarded by others. But at least for advertising purpose, the mere existence of rules such as below initially, at least, gave solace to the travelers.

Ship Rules:

1. The fire will be lit on the fire place (stove) each morning at 6 o'clock a.m., and every passenger not hindered by sickness or some other valid reason shall get up no later than 7 o'clock a.m.
2. The fire shall be put out at 8 o'clock p.m. and passengers must be in their bunks by 10 o'clock p.m.
3. The deck in the passengers' quarters and under the bunks shall be swept each morning before breakfast, and the sweepings be thrown overboard. Once a week the deck in the passengers' quarters shall be scraped.
4. Each morning before the fire is lit, necessary fuel and water will be distributed to passengers. This task, and cleaning of the deck and the cabins on deck, will be carried out on a daily basis by a suitable number of men on a rotation basis. This group is also to check the cleanliness of the passengers and adhere to all other regulations.
5. Lamps will be lit in passengers' quarters after dark and be kept burning until 10 o'clock in the evening.
6. Tobacco smoking is not permitted below deck, nor is the use of open flame or hay or straw permitted.
7. All cooking utensils must be washed after use and always be kept clean.
8. All bedding must be taken up on deck once or twice a week and be aired out, and the bunks cleaned each time this is done.
9. Clothing may not be washed or hung up to dry below deck, but each week, as conditions permit, a day will be determined for general washing.
10. All passengers who bring spirits or other alcoholic beverages on board are obligated upon embarking the ship to hand over the same for safekeeping. These passengers may receive a reasonable daily portion. Passengers are forbidden to have gunpowder in their possession, and this as well as guns or other weapons brought on board must be placed in safekeeping with ship's officers. These will be returned to passengers at journey's end.
11. Cards or dice are not allowed on board since these can easily lead to quarrels and disagreements. Passengers should treat each other with courtesy and respect. No quarrelsome or disputatious behavior will be tolerated.
12. No seaman is allowed on the passenger deck, unless he has received orders to do specific work. Nor is any passenger, under any circumstances whatsoever, allowed in the cabin of a crewmember or the ship's galley. It is not permitted to drill holes, do any cutting, pound nails or do any other kind of damage to the ship's beams, boards or decks.
13. It is expected of the passengers that they appear on deck each Sunday in clean clothing and that they, as much as circumstances permit, keep the Sabbath.
14. All manner of games and entertainment are permitted and recommended as contributing to the maintenance of good health during a long journey. Personal cleanliness also contributes a good deal to this and is therefore highly recommended to the passengers.
15. Passengers must not speak to the man at the helm.
16. It is taken for granted that every passenger is obligated to obey the orders of the Captain in all respects.

In all probability, the Heydinger family came across in steerage, the below-deck quarters of the poorer classes. The passengers there were crowded in like cattle, with few amenities, and absolutely no privacy nor toilet facilities. In foul weather, hatches above had to be closed, and, for sometimes days at a time, no one was allowed above. Imagine the stench, if you will, in these pre-deodorant days! Many of the passengers were young, unmarried men who were permitted to cross if they could prove that they had met their military obligations. With crowded conditions below and no privacy, imagine also the constant wariness needed by John Adam and Catherine to protect their three daughters' virtue! Not to mention the family's personal belongings. One account passed down in the Peter Heydinger branch recounts how one morning the family noticed that someone during the night had tampered with the lock on their trunk. After that, said John Adam, someone was always posted as a watch.

Below deck in the 'tweendeck or third class area, shown with passengers packed in and trying to preserve their sanity for a month and a half journey.

Thye scene here is rather serene, but once the first storm hit and the ship rolled, guess what happened to all the neatly pile trunks and food?



With the crowding also came pestilence and - too often - death during the voyage, especially of the very young. Burial at sea was the norm, and many a family watched and prayed for their own loved ones as a canvass bag, containing a tiny corpse of a child who had succumbed was filled with sand, tied shut and then was lifted gently aboard a plank. After a few prayers by the Captain, it was tilted to relieve itself of its tiny load, which slid quickly below the waves, and the dreams of another family were shattered before reaching their Eden. John Adam and Catherine were spared this sorrow, but only for a short time. Their second son, Joseph Heydinger, brother of John, died shortly after the family's arrival in the New Washington area in 1851 and is buried in St. Bernard's Cemetery there. It is possible, maybe even probable, that he had contracted an illness aboard ship and never fully recovered.

To help prevent illness and death aboard ship, during fair weather sailing days passengers were required to exercise up on the main deck and take fresh air. The holds were opened, and, to the relief of all, the steerage became bearable quarters, if only for a short time. During prolonged periods of confinement below, many passengers sought to escape to the main deck and had to be physically guarded against by the crew, often with severe beatings if caught trying to gain a breath of fresh air. Indeed, these passenger ships filled with the poorest of immigrants seeking new beginnings were sometimes referred to as "plague ships" and "swimming coffins." City officials in America at the landing ports were thus obliged to protect their own citizens and sometimes set up elaborate methods of detaining an entire ship's passenger cargo until they could be sure that disease was not being imported.

More advice was given those about to emigrate. How much and what kind of money to carry? Where to stay and for how long when landing in New York? What kind of work to seek? What to avoid upon landing? Travelers from Germany as early as 1854 were given broadsides and pamphlets to read before leaving in order to school themselves against the most outrageous of the schemes meant to deprive them of their money upon their landing. The French were much less interested in such assistance, so that emigrants from LeHavre had much less ammunition with which to defend themselves. John Adam, however, seems to have had an instinct for what might befall his family, and was able to protect them quite well. Either that or he had gain insight from letters sent from America by relatives who had emigrated earlier, relatives such as the Dallas and Fortener (Fortens) families who had settled in the Chatfield and Delphos areas as early as the 1830's during the first wave of immigration.

For example, concerning money and how to carry and exchange it, we know from oral sources that John Adam arrived with about \$800 to his name, quite a tidy sum for the time. What we don't know is whether he brought over the French/German national currency and changed it once here in America. Currency exchange rates were favorable in 1850, so had he elected to make the exchange here, he would not have been hurt financially too badly. Many folks preferred to go to a large bank prior to embarking and deposit a sum there that could be drawn against from an American bank upon their landing in New York. International banking arrange-

ments such as this were beginning to occur as bankers could foresee that the waves of emigration would not soon subside. How John Adam managed his money for the crossing we do not know, but we do know that he managed well and was able to pay cash for his land and provisions once he reached his destination in Ohio.

Many of the emigration guides also warned emigrees about the pitfalls of tarrying too long in New York City. Mid-nineteenth New York already had a reputation for taking advantage of the new arrivals. The best advice given, then, was to land, find short term lodging, but then get out as fast as one could. Many shysters even tried to get the emigrees to make New York lodging arrangements even before they left Europe. Upon landing, the immigrants then learned that either the lodging did not exist or their "reservations" were no good for the dates they had arrived - the old 'no-room-at-the-inn' routine. Immigrants were thus advised NOT to pre-arrange their lodging but to take their chances upon landing. Then, once they had lodging, the newly arrived were advised to have a destination for their future living arrangements already chosen and then find the quickest way to travel there. As Ohio was a favorite settling place for German speaking immigrants, they were counseled as to the best rail or canal ways, or combinations thereof, to head west. Upon no circumstances were they to seek employment in New York itself. Chances of finding gainful employment ran 100 to 1 against the newcomers, as thousands were arriving weekly, and the "best" work had already been taken. Indeed, those who tarried too long at any kind of lodging soon found themselves out of money and unable to pay. Their belongings were then confiscated by the innkeepers and hoteliers, and the family would be without all their survival belongings brought from Europe. Their prospects thereafter were bleak - lives of permanent entrapment in a burgeoning underclass, lives of thievery and other crimes, even prostitution, in order to survive.

The greatest threat against immigrants was their use of something that perhaps had been second nature to them in Europe and considered the true living waters of life - the use of alcohol. Imagine, if you will, a good German family such as the Heydingers, long inured to good German biers, suddenly cut off from their elixir of life. No European ship lines permitted alcohol to be brought on board their sailing or steam ships. Families were thus deprived of what they considered a main source of nourishment. The more temperate among them, however, rejoiced at the prohibitions, for the duration of the crossing would give errant husbands or sons a good six to seven weeks in which to "dry out" and mend their ways. There were actually temperance preachers in Europe who frequented the ports and tried to get travelers "to take the pledge" before leaving. No statistics were ever kept as to how successful they were at effecting "a cure."

But then consider what could happen upon landing. Suddenly, with a few coins in their pockets, thirsty travelers found themselves faced with America's cheap liquors. Police records from the time are filled with accounts of the newly arrived celebrating their good crossing and safe arrival a tad too much and given free lodging at the local precinct. If a night in the tank brought them to their senses and help them see the advantage of leaving New York immediately, then the binge would have been successful. Unfortunately, for too many the taste of cheap spirits serve only to further depress their spirits and relegate them to a pathway from which they would never recover. New York had the highest alcoholism rates in the country and had whole sections of the various boroughs filled with the lowest of the drunken elements, indeed, right up until almost the present time. John Adam, though, avoided these pitfalls, either from strength of character - or from having married the right woman years earlier.

So John Adam and his small family now stood there on the docks at LeHavre, having booked passage on the *Zampa*, having been forewarned about the many ruses that could befall them, and having purchased their two "life insurance" policies. Well provisioned for the trip across the Atlantic and with what they would need upon landing, they eagerly awaited their departure. There was never a date certain set for these voyages. Weather always determined the starting date and ultimately the length of passage. We know from family lore and from official documents files in the Port of New York, that the trip began at the worst possible time of year for sailing vessels. Working backwards from the official manifest filed in New York on January 21, 1851, and from the family tradition that said the trip lasted about three weeks longer than the average of 45 days, a rough estimate would put departure in mid to late November of 1850. However, the January, 1851 date should not be held as the actual landing date. Captains were notorious for filing late. The law require all vessels of French origin - the *Zampa* was French - to file a manifest that listed all passengers and commercial cargo, not the personal belongings of the passengers. Captains did so, but records indicate that they were sluggish in getting the paperwork completed, sometimes waiting several weeks. Thus, the probability is that the *Zampa* embarked in late October of 1850. This date is auspicious, as it falls at the tail end of the hurricane season. Family lore, mostly from the Peter Heydinger branch, records that John Adam frequently stated that the ship was blown off course by a hurricane, thus accounting for the length of its crossing. Peter also used to say that his grandfather recounted how provisions had run so low that the family was near starvation upon arrival in New York.

All that lay in the future, however. No record exists of what hopes and fears, dreams and anxieties, longings or regrets lay in the hearts of each family member. For the parents it must have been fearful, for the children more adventuresome in their naiveté and ignorance. We today would probably be speaking French or German, or a mixture thereof, had the parents not quashed those fears and bravely set forth. We not only owe them but need to thank them whenever we muse about how the Heydinger family came to be on this side of the pond. And thank God as well that the "insurance" worked and they arrived safely, if not without incident!

Heydinger Reunion Survey ^{8/15}

As a Reunion Consumer, your attitude toward past Heydinger Family Reunions, The Big Ones. Is being sought. Please help us out as we continue the planning process to make this Centennial Reunion the greatest.

Name: _____ (optional) Family Branch: (Circle one) Peter, Frank, John, Adam, Bernard, August, Charles

If you attended any in this 21st century, then you are familiar with the format used for the past three reunions: basically a two day affair, with golf and cards on Saturday AM, Mass and dancing in the late afternoon and evening. Sunday is the big meal at noon with the family meeting thereafter and the family auction, games for the kids, and various other minor contests throughout the day. Family history displays are set up each day as well. Our intention right now is to include a third day, Friday, as a family fun day out at Auburn Lake Park, where families can bring kids to swim, fish or ride paddle boats all afternoon, then enjoy a hog roast and square dance in the evening, followed by a fireworks display. Are you satisfied with this basic three-day format or not? We also want to know what can be done to improve the reunion experience for all attendees. (Use reverse side for input). So help us out here:

I am satisfied with the two-day format of the past. Yes _____ No _____

I would be interested in camping in the area for a few days. Yes ___ No ___

I would ___ or would not ___ participate in the third day's activities, a Friday, if it were offered.

I (and the family) would probably attend the following: (Indicate HOW MANY you think would participate in each.) Friday afternoon Family swimming, paddle boats, fishing _____ Euchre contest _____ Hog Roast _____ (how many for the supper) Dancing at pavilion _____

I would stay for some fireworks (probably after nine PM weather permitting) Yes _____ No _____

I can bring a few fireworks to set off Yes _____ No _____

We could provide a responsible teen to help out part-time for life guarding service _____

Saturday: AM Golf Scramble _____ (How many _____) Euchre tournament _____ Scavenger Hunt _____

Geo-caching _____ PM Mass at North Auburn _____ Dance at NA School _____

I/We will be entering into the talent show on Friday nite. (Yes ___ No ___ (How many _____)

On the other side, describe briefly the talent and approximate time required to perform:

Sunday: At noon the Family Photo _____ Dinner at 12:30 PM _____ Family meeting _____ Kiddie games _____ Family Auction _____ I would be willing to bring something to be auctioned off _____

I have wine to enter in the tasting contest _____

I will be contributing something to the family cookbook by December 1, 2015 Yes _____ No _____

I will bring some sort of visual display of our branch of the family to set up and display _____

I will bring something of historical interest to the family for display. Yes _____ No _____

I can help design a family crest/coat of arms. Yes _____ No _____

I am working on a quilt square for the Heydinger Family Quilt (See the May issue for details) Yes ___ No ___

Here are other suggestions for family activities or for generally improving the family's experience over the 3 days: (Copy and mail this in or fill it out and email it to us as an attachment at mheydinger@huronhs.com or to gschelleng@yahoo.com) Or mail to Mike Heydinger 2715 East Perkins Ave. Sandusky OH 44870 or Gretchen Schellenger 1786 S State Route 53 Tiffin OH 44883