

MORAVIAN IMMIGRATION TO PENNSYLVANIA,
1734-1765.

BY JOHN W. JORDAN.

[The compiler has also prepared a list of the immigrants from 1765 to 1800, which may be consulted in the Manuscript Department of the Historical Society of Pennsylvania.]

Moravian immigration to the British Colonies of North America¹ dates from the year 1735, when, in March, the ship *Two Brothers*, Capt. Thompson, landed at Savannah, Georgia,

Augustus G. Spangenberg,	Peter Rosa,
Anton Seyffert,	Michael Haberland,
John Toeltschig,	George Haberland,
Gottfried Haberecht,	Frederic Reidel,
Gotthard Demuth,	George Waschke.

On February 16, 1736, the *Simonds*, Capt. Frank Cornish, landed at Savannah the second colony:

Bishop David Nitschmann,	Rosina Haberecht,
Christian Adolph von Hermsdorf,	John Martin Mack,
Henry Rascher,	Matthias Seybold,
Andrew and Anna Dober,	Jacob Frank,
David and Rosina Zeisberger,	Judith Toeltschig,
David Tanneberger,	Gottlieb and Regina Demuth,
John Tanneberger,	Catherine Riedel,
David Jag,	Anna Waschke,
Augustine Neisser,	Juliana Jaeschke,
George Neisser,	John Boehner,
John Michael Meyer,	Matthias Boehnisch.

¹The first Moravian to come to America was George Boehnisch, in September of 1734, who accompanied the Schwenkfelders to Pennsylvania. See *Erläuterung für Herrn Caspar Schwenkfeld*, for a narrative of the voyage.

They had as fellow-passengers General Oglethorpe, Charles and John Wesley, Benjamin Ingham, and Charles Delamotte. The Moravians, who had been granted by the Georgia Trustees, in 1734, a tract of 50 acres near Savannah, and in 1735, two lots "in the new town," began to clear the land and erect dwellings. The prospects of these small colonies, however, received a sudden check in 1737, for when the Spaniards of Florida endeavored to expel the English from Georgia, the latter called upon the Moravians to join in taking up arms against them. This they refused, having declared in London, "that they neither could nor would bear arms on any consideration," and eventually those who had not returned to Europe were transferred to Pennsylvania, and the mission abandoned. The Georgia estates were not sold until 1801.

On July 21, 1740, Christian Henry Rauch arrived at New York, and October 26, 1741,

Gottlob Buettner, John C. Pyrlaeus,
J. William Zander.

December 2, of the latter year, Count Zinzendorf and suite landed at New York, and on the 10th inst. arrived in Philadelphia, where a house on the east side of Second Street above Race had been rented for him. With him came

Benigna von Zinzendorf, his daughter,
Rosina Nitschmann, wife of Bishop David Nitschmann,
John Jacob Mueller,
Abraham and Judith Meinung,
David Bruce,
John Henry Miller.

Following closely after the first purchases of land by the Church, in the present Northampton County, Pennsylvania, in the year 1741, two colonies were organized in Europe, which are known as the "First" and "Second Sea Congregations," followed by four at later dates, the most conspicuous in that interesting period in the history of Moravian

immigration, which falls in the interval between 1742 and 1765. Individuals and small companies occasionally arrived on vessels from England, and from Holland, through which country the Rhineland sent her Palatinates for transportation to the New World. When, however, the Church organized colonies, she invariably provided vessels of her own, from considerations of economy and out of regard for their comfort, but more particularly from a reluctance to expose her members, for whose spiritual welfare she was concerned, to the hurtful influences of promiscuous association during the tedious weeks and months of a sea voyage.

There were four vessels, the *Catherine*, *Little Strength*, *Irene*, and *Hope*, owned by the Church and afloat at different dates, and their crews, with but few exceptions, were members of or connected with the Church. In build they were snaws, the largest of all two-masted vessels engaged in commerce. The ensign of the *Little Strength*, *Irene*, and *Hope* was a lamb passant with a flag, in a blood-colored field, and notwithstanding the peaceable character of these vessels, they carried an armament of from two to four cannon and small arms.

The *Catherine* was purchased in London in the spring of 1742, and on her the "First Sea Congregation" arrived at Philadelphia, July 7. The following day the German colonists were landed and taken to the Court House, at Second and Market Streets, where they took the usual qualification. The following is a list of the colonists :

Henry and Rosina Almers,	Samuel and Martha Powell,
David and Ann Catherine Bischoff,	Joseph and Martha Powell,
Peter and Elizabeth Boehler,	Owen and Elizabeth Bice,
John Brandmiller,	Joachim and Anna Catherine Sen-
John and Mary Barbara Brucker,	seman,
Paul Daniel and Regina Bryzelius,	Michael and Ann Rosina Tanne-
George and Elizabeth Harten,	berger,
Robert and Martha Hussey,	John and Elizabeth Turner,
Adolph Meyer,	David and Mary Elizabeth Wah-
Michael and Anna Johanna Miksch,	nert,
Thomas and Ann Yarrell.	

Single Men.

Andrew, a negro,	William Okely,
John George Endter,	Christian F. Post,
Hector Gambold,	Gottlieb Pezold,
John C. Heydecker,	John R. Ronner,
John Michael Huber,	George Schneider,
George Kaske,	Leonard Schnell,
Jacob Lischy,	Nathaniel Seidel,
John Philip Meurer,	Joseph Shaw,
Joseph Moeller,	George Weisner,
John Okely,	Christian Werner,

Matthew Wittke.

A number of the English colonists were first settled at Bethlehem, and then at Nazareth, whence they were transferred to Philadelphia, where they formed the nucleus of the Moravian congregation in that city.

After the colonists had been disembarked and the cargo discharged, the vessel and her stores were sold, under instructions from England.

During the month of September, the following colonists arrived on a vessel not owned by the Church :

Daniel and Hannah Neubert, with an adopted child,
Jacob and Anna Margaret Kohn,
Christopher and Christina Franke,
Martin and Anna Liebisch,
Anna Liebisch,
Maria Brandner,
Michael Schnall.

Maria Dorothea Meyer, wife of Adolph Meyer, died off the Banks of Newfoundland, and was buried at sea.

For the transportation of the colony organized in Germany for peopling the settlements on the Nazareth tract, and known as the "Second Sea Congregation," the *Little Strength* was purchased in England, and Capt. Nicholas Garrison appointed her Master. Late in August of 1743, she was dispatched to Rotterdam, where the colonists were

taken on board, and on September 17 sailed for New York, where she arrived after a passage of eighty-seven days. The names of the colonists were :

Gottlieb and Johanna C. Anders,
 John Henry and Rosina Biefel,
 Martin and Margaret Boehmer,
 John David and Gertrude Boehringer,
 George and Anna Mary Christ,
 Thomas and Agnes Fischer,
 John C. and Anna Margaret Fritsche,
 Peter and Anna Barbara Goetje,
 John Godfrey and Anna Mary Grabs,
 Matthew and Elizabeth Hancke,
 Abraham and Anna Mary Hessler,
 John Tobias and Mary Hirte,
 John C. and Mary M. Hoepfner,
 John and Anna M. Jorde,
 Matthew and Christiana B. Krause,
 Andrew and Rosina Kremser,
 George and Anna Mary Kremser,
 Daniel and Anna Mary Kunkler,
 John and Barbara Michler,
 John Henry and Rosina Moeller,
 John and Mary Philippina Mozer,
 John Michael and Catherine Muecke,
 Jonas and Margaret Nilsen,
 George and Susan Ohneberg,
 John G. and Susan L. Partsch,
 David and Elizabeth Reichard,
 Matthew and Magdalen Reutz,
 John and Anna C. Schaaf,
 John and Divert Mary Schaub,
 Andrew and Hedwig Regina Schober,
 Matthew and Anna M. Schropp,
 John C. and M. Dorothea Weinert,
 Matthias and Margaret C. Weiss.

The following are the names of the colonists fitted out at Herrnhut :

Andrew and Anna E. Brocksch,
 Christopher and Anna Mary Demuth,
 John G., Sen', and Regina Hantsch,

Christopher and Elizabeth Hencke,
John Henry and Barbara E. Hertzler,
John and Rosina Muenster,
George and Johanna E. Nieke,
Christian and Anna D. Schutze,
George and Anna D. Zeisberger.

Single Men.

John Jacob Doehling, Conrad Harding,
John G. Hantsch, Jr., Christian F. Oerter,
John G. Nixdorf.

Single Woman.

Anna Regina Hantsch.

Names of the colonists fitted out in England :

Elizabeth Banister, widow, John and Sarah Leighton,
David and Mary Digeon, Andrew and Jane Ostrum,
James and Elizabeth Greening, Jasper and Elizabeth Payne,
Richard and Sarah Utley.

With Bishop David Nitschmann, David Wahnert (cook of the *Catherine*) and wife, George and Elizabeth Harten, George Weber and wife, and Samuel and Mary (Indian converts), as passengers, the *Little Strength*, on March 24, 1744, sailed from New York for Amsterdam—a port she was never destined to reach. On the morning of May 1, when in the chops of the English Channel, she was captured by a privateer, a prize crew put on board, the passengers robbed, and six days later they were landed at St. Sebastian. The *Little Strength* proved a total loss to the Church. Four years elapsed before the Church again had a vessel of her own afloat.

The demand from Pennsylvania for more colonists becoming urgent, Captain Garrison, who had returned from captivity at St. Sebastian, was dispatched to New York to superintend the building of a transport vessel. On Oct. 25,

Bishop A. G. Spangenberg and wife,
 Capt. Nicholas Garrison,
 Abraham and Sarah Reincke,
 Andrew and Dorothea Horn,
 Christian Froelich,
 George Neisser,

on the ship *Jacob*, arrived at New York. The day following his arrival, Capt. Garrison called on Timothy Horsfield, with reference to building the projected vessel, and also on Thomas Noble, who was to act as financial agent. Finally they decided that a "snow" should be built, and contracted with Jan Van Deventer, a reputable ship-builder of Staten Island, to build the hull, make and set the masts and rig the vessel. The rigging, cables, and anchors were to be purchased in England, these articles being cheaper there than in the colonies. The building of the vessel progressed slowly, and it was not until the spring of 1748 that she was ready for launching. Accordingly on Tuesday, May 29, at eleven o'clock A.M., in the presence of about one thousand spectators, the *Irene*, as she was christened, was successfully launched, after which a lunch was served to the workmen. In honor of the event, Bishop Spangenberg presented the builder's wife with a new gown. Three days later, the new transport was docked at Old Slip, Captain Garrison put in command, and she was registered in the name of Henry Antes. Securing a cargo and a few passengers (not Moravians), on September 8, the *Irene* cleared from New York on her maiden voyage for Amsterdam. While the *Irene* was being built, several small companies of Moravians arrived at Philadelphia and New York. In September of 1745, the following persons landed at Philadelphia :

William P. and Hannah Knolton,
 Eve Mary Meyer (a widow),
 Jarvis Roebuck.

On December 28, 1746, the snow *John Galley*, Captain Crosswaite, arrived off Lewes, Delaware, and navigation

being closed, her passengers were landed and continued their journey by land to Bethlehem, *via* Philadelphia.

Bishop J. C. F. Cammerhoff and wife,
Esther, wife of Christian Froelich,
Matthias Gottlieb Gottschalk,
Vitus and Mary Handrup,
Judith Hickel, a widow,
Sven and Anna Margaret Roseen,
John and Johanna Wade,
John Eric Westerman.

In June of 1748, there arrived at New York,

J. G. Bitterlich,	Paul Paulson,
Andrew Broksch,	Christian Pfeiffer,
John G. Geitner,	Godfrey Roemelt,
Bernhard Adam Grube,	Jeremiah Schaaf,
Joseph Hobsch,	Christian Schmidt,
Gottfried Hoffman,	Paul Schneider,
Matthew Kunz,	John Seyffert,
	Samuel Wutke.

In September there also arrived at the same port :

Baron John and the Countess Benigna von Watteville,	
Anna Rosina Anders,	Catherine B. Keller,
— Hasselman,	Elizabeth Lisberger,
	Elizabeth Palmer.

During the nine years the *Irene* was in the service of the Church, she crossed the Atlantic twenty-four times, sailing between New York and ports in England and Holland, and made one voyage to Greenland. She was always rated a staunch vessel and an excellent sailer, and at the time of her capture and loss had never met with any serious mishap. The large number of colonists she brought over from Europe for settling the estates of the Church in Pennsylvania, and the fact of her never entering or clearing from the port of Philadelphia, caused Governor Hamilton in a personal interview with Bishop Spangenberg to ask for an explana-

tion. "We wish we could use the port of Philadelphia," stated the Bishop, "but since our captain is a native of New York, and has a large acquaintance with the merchants of that city, he can more readily obtain freight there than in Philadelphia, passengers alone not being sufficient. Another serious objection is, the merchants of Philadelphia own their own vessels." As already stated, the *Irene* sailed from New York for Amsterdam September 8, 1748, and arrived at the Texel November 1. She cleared from London, March 1, 1749, and arrived at New York May 12, with the "John Nitschmann Colony," with whom came Christian David, of Herrnhut, Matthew and Rosina Stach, missionaries to Greenland, and three converts, who had been on a visit to Europe.

The "John Nitschmann Colony" was the largest ever brought over on a Moravian transport. The following is a roster of the colonists:

John and Juliana Nitschmann,
 David and Rosina Nitschmann,
 Michael and Anna Helena Haberland,
 Samuel and Rosina Krause,
 Joseph and Verona Mueller,
 Christian J. and Anna M. Sangerhausen,
 Matthew and Rosina Stach,
 John and Anna Stoll,
 David and Mary Wahnert,
 Christian F. and Anna E. Steinman,
 Christian David, widower,
 John Schneider, widower,
 Magdalena E. Reuss, widow.

Single Men.

Gottlieb Berndt, clothier, Upper Silesia,
 Wenzel Bernhard, baker, Bohemia,
 Joachim Birnbaum, tailor, Brandenburg,
 Peter Drews, ship carpenter, Glueckstadt,
 J. Philip Duerrbaum, Mittelhausen,
 Evert Eversen, joiner, Norway,

J. Godfrey Engel, tailor, Brandenburg,
 Elias Flex, farmer, Upper Silesia,
 Henry Fritsche, tailor, Silesia,
 Paul Fritsche, carpenter, Moravia,
 J. Leonard Gattermeyer, blacksmith, Bavaria,
 George Gold, mason, Moravia,
 John P. Hohman, shoemaker, Brandenburg,
 Daniel Kliest, blacksmith, Frankfort,
 Andrew Krause, weaver, Brandenburg,
 Christopher Kuehnast, shoemaker, Prussia,
 David Kunz, farmer, Moravia,
 Peter Mordick, farmer, Holstein,
 John B. Mueller, clothier, Württemberg,
 Michael Muenster, carpenter, Moravia,
 Martin Nitschmann, cutler, Moravia,
 Carl Opitz, shoemaker, Silesia,
 George Pitschman, weaver, Upper Silesia,
 John G. Renner, farmer, Swabia,
 John C. Richter, joiner,
 Andrew Billman, stocking-weaver, Saxony,
 Frederick Schlegel, weaver,
 John Schmidt, furrier, Silesia,
 J. Christopher Schmidt, fringe and lace maker, Saxony,
 Melchoir Schmidt, carpenter, Moravia,
 Melchoir Schmidt, weaver, Moravia,
 Martin Schneider, mason, Moravia,
 Carl Schultze, mason, Posen,
 Godfrey Schultze, farmer, Lower Silesia,
 John Schweisshaupt, stocking-weaver, Württemberg,
 Andrew Seiffert, carpenter, Bohemia,
 Thomas Stach, book binder, Moravia,
 Rudolph Straehle, mason, Wurtemberg,
 David Tanneberger, joiner, Upper Silesia,
 John Nicholas Weinland, farmer.

Greenlanders.

John, Matthew, Judith.

Single Women.

Rosina Arndt,	Anra Rosina Beyer,
Rosina Barbara Arnold,	Maria Beyer,
Margaret Ballenhorst,	Elizabeth Bieg,

Catherine Binder,
 Rosina Dietz,
 Maria Dominick,
 Sophia M. Dressler,
 Margaret Drews,
 Charlotte Eis,
 Maria E. Engler,
 Catherine Fichte,
 Catherine Fischer,
 Rosina Galle,
 Margaret Groeszler,
 Helena Gruenberg,
 Juliana Haberland,
 Anna M. Hammer,
 Rosina Haus,
 Margaret Heindel,
 Maria B. Hendel,
 Anna R. Kerner,
 Anna M. Koffler,
 Anna M. Krause,
 Barbara Krause,

Martha Maans,
 Magdalena Meyerhoff,
 Magdalena Mingo (negress),
 Anna M. Nitsche,
 Dorothea Nuernberg,
 Helena Nusz,
 Elizabeth Oertel,
 Maria E. Opitz,
 Catharine Paulson,
 Anna Ramsburger,
 Margaret C. Rebstock,
 Anna C. Renner,
 Anna M. Roth,
 Anna M. Schmatter,
 Rosina Schuling,
 Magdalena Schwartz,
 Juliana Seidel,
 Dorothea Uhlman,
 Divert Vogt,
 Susanna Weicht,
 Catherine Wentzel.

Loading lumber and other material for the mission in Greenland, the *Irene* sailed on her second voyage from Staten Island June 21, 1748, with Christian David, the missionary Stach and wife, and the three converts, and arrived at New Herrnhut, Greenland, on July 30. She was back again in New York, August 29. In the summer of 1749, the following single men from Yorkshire, England, arrived at Bethlehem, who were to carry on the manufacture of woolen goods :

William Dixon,
 Joseph Haley,

John Hirst,
 Richard Popplewell.

On October 15, 1749, the *Irene* sailed on her third voyage from New York, and arrived at London November 21, making the quick passage, as her log states, of "thirty days from land to land." She sailed from Dover, May 11, 1750, and arrived at New York on June 22, making a remarkable westward passage, with the following colonists on board :

John A. Albrecht,
 Marcus Balffs,
 George Baumgarten,
 Henry Bergman,
 John A. Borhek,
 Zacharias Eckhard,
 Just Erd,
 Walter Ernst,
 Claus Euler,
 Henry Feldhausen,
 J. Christopher Feldhausen,
 Godfrey Foeckel,
 Samuel Foeckel,
 Andrew Freyhaube,
 Henry Friz,
 Lucas Fuss,
 Christian Giersch,
 John George Groen,
 Abraham Hasselberg,
 Balthasar Hege,
 Jacob Heydecker,
 John Henry Herbst,
 Samuel Herr,
 Jacob Herrman,
 John G. Hoffman,
 Thomas Hoffman,
 Christian H. Hoepfner,
 Eric Ingebretsen,
 Andrew Jaecke,
 John T. Kornman,
 John G. Lange,
 John S. Lauck,
 Henry Lindenmeyer,
 Christian H. Loether,
 Carl Ludwig,

Jacob Lung,
 John G. Masner,
 Christopher Matthiesen,
 Nicholas Matthiesen,
 Christopher Merkly,
 Jacob Meyer,
 John S. Meyer,
 Philip Meyer,
 John Muensch,
 Melchior Muenster,
 John Jacob Nagle,
 — Neilhock,
 John M. Odenwald,
 John Ortlieb,
 John Matthew Otto,
 Peter J. Pell,
 Hans Petersen,
 Frederick J. Pfeil,
 John M. Pitzman,
 Jacob Priessing,
 John Henry Richling,
 John Richter,
 Godfrey Roesler,
 Daniel Ruenger,
 Michael Sauter,
 Paul Jansen Sherbeck,
 Henry Schoen,
 George Schweiger,
 Christian Schwartz,
 Gottfried Schwartz,
 Abraham Strauss,
 John D. Sydrich,
 — Theodorus,
 John A. Wagenseil,
 Andrew Weber.

From Zeyst.

Christopher Feldhausen,
 Henry Gerstberger,
 Andrew Gross,
 John C. Haensel,
 Paul Hennig,
 Frederick E. Herrman,
 Susan M. Herrman,

London (a negro),
 John Henry Merck,
 Martin Presser,
 Paul C. Stauber,
 John Thomas,
 Francis Steup,
 Sophia Steup.

The *Irene* left her dock in New York, 28 August, 1750, on her fourth voyage, and during a severe storm lost both topmasts and narrowly escaped from foundering. On her return voyage, she sailed from Dover, and arrived at New York, 26 September, 1731, with the following passengers :

Joachim and Elizabeth Busse,	John Jacob Schmick,
John Christian Christiansen,	David Zeisberger,
John Michael and Gertrude Graff.	

On her fifth voyage, the *Irene* sailed from New York, 22 November, 1751, and was again in port (last from Dover), 17 May, 1751, bringing as passengers :

Rev. Francis and Ann Catherine Boehler,
 Rev. Andrew Anton and Anna Maria Lawatsch,
 Rev. Jacob Rogers (widower),
 Jacob Wahnert (do),
 Rosina Pfohl (widow),
 Margaret Wernhamer (single).

About a month after the sailing of the *Irene* on her fifth voyage, there arrived unexpectedly at New York, Bishop A. G. Spangenberg with

Rev. Philip C. Bader,
 Rev. Nicholas H. Eberhardt,
 Rev. Matthew and Anna M. Hehl,
 Matthew Kremser,
 Carl Godfrey Rundt,
 Henrietta Peterman.

The *Irene* sailed from New York on her sixth voyage, July 6, 1752, and from London on her return, reaching her dock November 20, having on board a number of single women and others :

Anna Maria Beyer,	Margaret C. Klingelstein,
Maria C. Dietz,	Anna Mann,
Margaret Ebermeyer,	Agnes Meyer,
Dorothea Gaupp,	Johanna D. Miller (wife of
Catherine Gerhardt,	Henry Miller, the printer,
Inger Hyde,	of Philada.),

Christina Morhardt,
Regina Neuman,
Linet Redderberg,
Catherine Ruch,
Felicitas Schuster,
Margaret Seidner,

Anna Sperbach,
John Toeltschig,
Juliana Warkler,
—— Schultz (widow),
David Wahnert.

On April 5, 1753, the *Irene* sailed from New York, on her seventh voyage, and from London on her return, June 13, and was docked September 9. Her passengers were :

Rev. Peter and Elizabeth Boehler,
Rev. Jacob and Elizabeth Till,
Susan Till,
Rebecca Till,
George Stephen and Susan Watson,
Ludolph Gottlieb Backhof, student, Luneberg,
Christopher Henry Baehrmeyer, writer, Brandenburg,
Frederick Beyer, carpenter, Silesia,
Ludwig Christian Daehne, tailor, Weringerode,
Jacob Eyerle, blacksmith, Württemberg,
George Christian Fabricius, student, Denmark,
Jacob Fries, student, Denmark,
George Wenzeslaus Golkowsky, surveyor, Silesia,
Joseph Haberland, mason, Moravia,
Jacob Herr, mason, Württemberg,
Samuel Hunt, clothmaker, Yorkshire, England,
Jacob Jurgensen, purse-maker, Denmark,
Hans Martin Kalberlahn, surgeon, Dronthheim,
Henry Krause, butcher, Silesia,
Otto Christian Krogstrup, student, Denmark,
Joseph Lemmert, tanner, Brisgau,
Jacob Rogers, Yorkshire, England,
Albrecht L. Busmeyer, student, Luneberg,
George Soelle, student, Denmark,
Christian Frederick Toelner, tailor, Pomerania,
Christian Wedsted, carpenter, Denmark,
Peter Weicht, farmer, Silesia,
Peter Worbass, carpenter, Denmark,
Curtius Frederick Ziegler, student, Pomerania.

It is worthy of mention, that the *first steam engine* operated in the colonies was brought over on this voyage,

and taken to the copper mine near the present town of Belleville, New Jersey.

On November 3, 1753, the *Irene* sailed from New York on her eighth voyage, and from Gravesend, March 15, 1754, reaching her dock April 15, the quickest western voyage she ever made, "being but three Sundays at sea." The following is a list of her passengers:

Bishop Augustus G. Spangenberg,
 Rev. Francis Christian Lembke,
 David Nitschmann, Sen^r.
 Andrew Schoute,
 C. T. and Anna Maria Benzien,
 Anna Benigna Benzien,
 Christel Benzien,
 Rev. Paul D. and Regina Dorothea Bryzelius,
 Hannah Bryzelius,
 Mary Bryzelius,
 Renatus Bryzelius,
 Rev. John and Joanetta Maria Ettwein,
 Christel Ettwein,
 Nicholas and Mary Ann Garrison,
 Benjamin Garrison,
 Nicholas Garrison, Jr.,
 J. Valentine and Catherine Haidt,
 David and Regina Heckewelder,
 Christian Heckewelder,
 David Heckewelder,
 John Heckewelder,
 Mary Heckewelder,
 David Schmidt,
 David and Rosina Wahnert.

Single Men.

William Angel,	Andrew Hoeger,
Peter Brink,	Christian Jacobsen,
William Edmonds,	—— Jost,
Charles Frederick,	—— Leighton,
William Okely.	

Single Women.

Mary Evans,	—— Enrichen,
—— Wyke.	

On her ninth voyage, the *Irene* sailed from New York, 29 May, 1754; and from London, September 22, arriving at her port November 16, having on board a colony of single men in charge of Gottlieb Pezold.

Nicholas Anspach, farmer, Palatinate,
Matthew Bacher, shoemaker, Salzburg,
Lorenz Bagge, carpenter, Holstein,
Joseph Bulitschek, carpenter, Bohemia,
Jens Colkier, carpenter, Jutland,
Melchior Coumad, carpenter, Moravia,
Adam Cramer, tailor,
Detlof Delfs, shoemaker, Holstein,
Franz Christopher Diemer, baker,
Carl J. Dreyspring, tailor, Württemberg,
Gottfried Dust, potter, Silesia,
Jacob Ernst, baker, Switzerland,
Casper Fischer, miller, Hildburghausen,
August Henry Francke, Wetteravia,
Christian Freible,
Hans Nicholas Funk, farmer, Lobenstein,
Joseph Giers, miller, Moravia,
Matthias Gimmile, tailor,
John Henry Grunewald, farmer, Mecklenburg,
John Adam Hassfeldt, saddler, Ebersfeld,
Joseph Huepsch, shepherd, Moravia,
John Jag, Moravia,
Samuel John (Malay), Ceylon,
John Klein, saddler, Darmstadt,
Christopher Kloetz, shoemaker,
David Kunz, carpenter, Moravia,
John Henry Lenzner, book binder, Beyreuth,
Michael Linstroem, linenweaver,
Henry George Meisser, shoemaker,
John Matthew Miksch, gardener, Saxony,
Lorenz Nielsen, carpenter, Holstein,
Carl Ollendorf, tailor, Brandenburg,
Hans Petersen,
Philip Henry Ring, baker, Alsace,
Martin Rohleder, farmer, Moravia,
Samuel Saxon, clothier, England,
Martin Schenk, mason, Moravia,
George Schindler, carpenter, Moravia,

Peter Sproh, mason, Courland,
 John George Stark, stocking-weaver,
 Anton Steimer, mason, Prussia,
 Christian Steimer, shoemaker, Prussia,
 John Stettner, tailor, Anspach,
 Edward Thorp, shoemaker, England,
 Carl Weinecke, shoemaker,
 Joseph Willy, clothier, England,
 Jens Wittenberg, skinner, Norway,
 John Wuertele, shoemaker, Württemberg,
 Henry Zillman, tailor, Brandenburg,
 Christian Frederick Post (Indian missionary).

In charge of Nicholas Garrison, Jr., as Master, the *Irene* sailed from New York February 4, 1755, and arrived from London, August 11, her tenth voyage, but brought over no colonists.

The *Irene*, Christian Jacobsen, Master, sailed for England, on her eleventh voyage, September 28, 1755, and was back in port again June 2, 1756, having brought over the following single men :

John B. Böninghausen,	Henry Ollringshaw,
Joachim Busse,	John M. Rippel,
James Hall,	John Roth,
Casper G. Hellerman,	Michael Ruch,
Elert Koortsen,	William Schmaling,
George E. Mentzinger,	George Seneff,
John Mueller.	Hans Jacob Schmidt.

The twelfth voyage of the *Irene* was made to London, July 1, 1756, and on December 12, she landed the following passengers at New York :

Peter Boehler,	Christian Bohle,
William Boehler,	Adolph Eckesparre,
Philip Christian Reiter.	

The thirteenth voyage of the *Irene*, to London, in March of 1757, is devoid of interest, and no colonists were brought over.

On November 20, 1757, the *Irene* sailed from New York on her fourteenth and last voyage. When ten days out she was captured by a French privateer, and proved a total loss

to the Church. The news of her capture and wreck did not reach Bethlehem until May 19, 1758. Andrew Schoute, for five years one of her mates, who was returning to Europe in impaired health, prepared an account of his experiences, from which the following extracts are taken :

“ On the 20th of November we cleared Sandy Hook. At noon on the 29th, we sighted a vessel to the north bearing down on us and soon after hoisting the English flag. Mistrusting the stranger, we showed no colors, but crowded on all sail in the hope of effecting our escape, whereupon the stranger ran up the French flag. It was now a trial of speed, in the course of which the *Irene* gave proof of her excellent sailing qualities ; but at eleven o'clock at night our storm sails parted. The privateer now gained rapidly on us, and as she did so fired shot after shot. It being bright moonlight and no further hope of escape in our disabled condition, we backed our sails, and at midnight our ill-fated vessel was boarded—Lat. 36°, Long. 62°. Capt. Jacobsen and two of his crew were immediately transferred on board the privateer, which proved to be the *Margaret* from Louisburg, and the *Irene* given in charge of a prize crew who were ordered to take us into Louisburg. At day-break we were ordered on deck, and stripped and plundered of all we had on our persons. The weather grew foul, and we found the prize crew inexperienced in seamanship, and occasionally they would call upon us to assist in navigating the vessel. . . . On the morning of January 12, 1758, the fog raising, we discovered an island close by the vessel, whereupon we put out to sea. In the afternoon the Frenchmen decided to make for the land again, when I went to the captain and pilot, and tried to dissuade them from so unseamanlike a course in foggy weather, and told them that they would certainly lose the vessel. As they would not listen to my protest, I prepared for the worst. At 2 p. m. breakers were reported ; very soon we were among them, and struck a rock. The Frenchmen became so demoralized that I ordered the boat launched, into which

we all got (twenty-two in number) and reached the shore in safety. On landing the French captain fell upon my neck, kissed and thanked me for saving the lives of all. We then entered the woods, made a fire, and on returning to the boat for provisions, found that it had drifted out to sea. The next morning the masts of the *Irene* only were seen above water. . . . On February 5, we reached Louisburg, and were taken before the Governor, who committed us to the common prison. At this time there were eight large men-of-war, four frigates, and transports laden with men and munitions of war, collected in the harbor, for the protection of the city against a demonstration it was known the English designed to make. On the 1st of June General Amherst's expedition hove in sight. . . .

"All the English prisoners in the city were ordered on board the men-of-war and confined below decks under guard. One week later the English effected a landing and four days thereafter succeeded in dislodging the French from their outworks. Cannonading was opened on the 14th simultaneously between five French vessels and the Island battery, and an English man-of-war and the Lighthouse battery. The French vessels were compelled to fall back on the 16th under cover of the fort. The ship on board of which I was, being in range, was riddled by three hundred shot. One night when I was asleep behind a barrel of flour in the hold, a ball came crashing through the hull and buried itself in the barrel! On the 16th the English opened a general cannonade against the city, which was sustained with unremitting fury for two days. Then they opened their mortars upon the fleet, pouring into the vessels a fiery hail, which soon wrapped three of them in flames. Compelled to abandon our burning ship (a 64) all hands took to the boats, but it was a desperate alternative, as the way of escape to the shore was commanded by the English batteries. On landing, we prisoners were immediately put in confinement. Thus another week passed, when on the 26th July, the cannonading ceased and news was brought to us

that the garrison had capitulated. The next day we were released."

The *Hope*, the fourth and last of the transport vessels of the Church, was built in 1760, at New Haven, Connecticut, "was 120 tons burthen, mounting four cannon, and navigated by thirteen seamen." She was registered at the New York Custom House, and prohibited from taking out of the Province "any servant, debtor, or any person without a passport."

Securing a cargo for South Carolina, the *Hope* left her dock on her first voyage, Saturday, January 17, 1761, the day on which George III was proclaimed king in the Province. Arriving at her destination, she sailed for England, February 20, under convoy. Again under convoy, she arrived at New York, October 19, having on board the following passengers :

Nathaniel and Anna Johanna Seidel,
Frederick and Hedwig Elizabeth von Marshall,
Paul and Anna Muenster.

Single Men.

John Arbo, warden,
John Angerman, tailor,
John Valentine Beck, gun stock maker,
John Brandmiller, baker,
Christian Christiansen, shoemaker,
Peter Danielson, hatter,
Jeremiah Dencke, Chaplain,
Ferdinand J. Dettmers,
Ludwig C. Grunewald, carpenter,
Philip J. Hoeger, tailor,
Christian Hornig, shoemaker,
Dominicus Krause, nail-smith,
Niels Lund, locksmith,
John M. Moehring, farmer,
Niels Moos, farmer,
Emanuel Nitschmann, student,
John F. Oberlin, storekeeper,
John H. Rauch, locksmith,
August Schloesser, saddler,

John M. Schmidt, linenweaver,
 David D. Schoenberg,
 John E. Schoepfel, miller,
 A. Paulus Thrane,
 Matthias Tommerup, brazier,
 Frederick Unger,
 David Zeisberger.

Single Women.

Theodora Anders,	Elizabeth Kaunhauser,
Maria Beitel,	Mary M. Meyer,
Elizabeth Broksch,	Anna Nitschmann,
Dorothea Hammer,	Anna Seidel,
Esther Wapler.	

Andrew Langaard (widower),	David Wahnert (widower),
Frederick Peter	“ Juliana Benedicta von Gammern,
Anna Maria Philips.	

During the ensuing two years, the *Hope* was engaged in the general freighting business, but on October 21, 1763, she landed at New York the following passengers, who reached Bethlehem November 4 :

John Frommelt,	Dorothea Lefler,
Paul Tiersch,	Frederica Pietscher,
Justina Erd,	Elizabeth Seidlitz,
Susan von Gersdorf,	A. Salome Steinmann,
M. Barbara Horn,	Maria W. Werwing.

The first fire engine for Bethlehem, purchased in London, was brought over on this voyage, and is still preserved in that town. With the arrival of the *Hope* at New York, April 11, 1765, with the Rev. Frederick Smith and wife as passengers, her career as a transport vessel of the Church ends.

At a meeting held in Bethlehem, June 6, 1762, in which Bishop A. G. Spangenberg, who for almost twenty years was at the head of the American branch of the Moravian Church, announced his departure for Europe, he took occasion to review the Moravian immigration of the past twenty-six years, and stated that of the six hundred and more men and women, but one died—a remarkable instance of Divine protection.