

# Yarwood Notes

13

February 1977

SURPRISE!!! Again, so soon.

Mrs. Edna (Yarwood)(Brown) KAPPLER sent her nephew, George J. YARWOOD a copy of her Father's story of his trip to England, Ireland, and Scotland in 1895. George sent me a copy, so I am typing it up for you. There isn't any Genealogical information, but I found it interesting, and perhaps you will also.

## MY TRIP TO EUROPE ENGLAND IRELAND SCOTLAND

W(alter) YARWOOD

After a great deal of talk about my proposed Trip & about the cost of the same, and some little preparation The day finally arrived, June 1 - 1895. I procured my Ticket & one for my boy Joseph, at the low rate of \$7<sup>00</sup> each to Liverpool, & \$12<sup>00</sup> each from Liverpool to Phila making \$19<sup>00</sup> each for the round Trip, about 6,600 miles, about 3 $\frac{1}{2}$  miles for one cent. I paid \$1<sup>00</sup> extra for Ticket from Liverpool to Dublin. I went on the "Southwark" a very fine Ship, about 480 feet long, & 56 feet wide. The day before sailing (Friday) Dyson & myself went on the Ship & saw the Chief Steerage Steward (Mr. Campbell) who agreed to secure a room for us. We took our Valises down on Saturday at 10 AM, which were put in our room by Mr. Campbell, thus securing it. We returned home to dinner, & left home @ 2P.M. & went on board. My friend John Dyson, my son Joseph & myself. There were many friends on the wharf to see us off.

Saturday - June 1

at 4-10 P.M. the engines were started, and with the assistance of a Tug, the Ship was turned into the Channel, & we commenced down stream, at a slow pace, gradually increasing in speed. Soon after the Ship had started, we were shown to our room containing 4 berths, but occupied only by Dyson, Joe & Myself. It was very comfortable, with Canvas bottom bunks, a Blanket & a pillow, we also took a feather pillow with us. Electric light in the room. We also arranged with the Chief Steward for special food. We did not eat with the steerage passengers but was called later on, & eat in a private place, with food brought specially for us from the Cabin Kitchen, of course we did not have the same as the Cabin passengers, but what we did have was very good. We fared very well going over both in Room & Food. & for this special accommodation Dyson paid \$5<sup>00</sup> for himself & I paid \$5<sup>00</sup> for Joe & myself. We passed Fort Delaware & a little below this @ 8-30 P.M. we anchored for the night 40 miles

to wait for the Tide. We started again at 4-30 AM.

Sunday June 2-

and arrived at the Breakwater. Cape Henlopen at 9 AM. Where we let off the Pilot. A row boat came out from shore for him. This is 102 miles from Phila. While in the Delaware our room was warm & close, but after we passed the Capes it was cool & pleasant the whole trip. While the Pilot was getting off, the Captain called for a Stowaway, but he could not be found. He called for the Chief Steerage Steward & said "What did you do with that Stowaway - "Nothing sir" - "Why didn't you" - "I got no orders, sir" - He then motioned to the Pilot to go (who was waiting for him) turned around to his Mate and said "Full Speed Astern". & at last we made a good start for Queenstown. The Stowaway came immediately afterwards, brought by the Steward to the Captain, the Pilot boat was not more than 100 feet away but as the engines were started, the Captain would not stop again, so he was left with us. The Land at the Capes is very low, & at 10 A.M. we could not see Land. To day is Whit Sunday, but it is just the same as any other day. We saw a large school of Porpoises some of them coming within a few feet of the Ship's side, we could see them very plainly. Just before sunset we saw a Ship in the distance, but could not find out her name. Syson & myself, on account of our Navy Caps & Blue Suits was often taken for the Ship's officers. One lady came to me & begged for Milk for her child. A man complained to me because he could not get any hot water. I referred them to the proper place. Dyson told me a Lady came to him, saying she was sick & he wrote out a prescription "Paris green fizzy" & "Chloride of Lime Cocktain." Sea very calm, each day getting cooler. A few persons have been sick, but neither Dyson, Joe, nor myself have felt it. It has been so calm that Joe cannot understand what makes people sea sick. A great many people are very much dissatisfied with the treatment of steerage passengers but it is as good as they can expect for the money. The Beer & Porter is not kept on ice, & seems very warm to Americans to drink. You can get water to drink but no ice water, & you cannot buy ice although they make it on the Ship, yet I am enjoying myself immensely.

Monday June 3rd

It is hard work to tell what day it is, they are all alike. All our days are days of rest & for the Crew all are days of work. To day passed over very quietly, very cold in fore part of Ship. From Cape Henlopen at 9 A.M. Sunday to noon to day (Monday) we made 360 miles. Our days are only about 23 $\frac{1}{2}$  hours as we keep getting East & lose about  $\frac{1}{2}$  hour each day. The log will now be taken from noon to noon each day. This evening we had a little rain. about 7 P.M. passed a ship in full sail going in the opposite direction. We see the Stowaway about the Deck, broom in hand, he is kept at work Sweeping & cleaning, & seems quite willing & contented. I heard he had quarrelled with his wife & ran away. but he seems to be an old hand at the business, he has been over before the same way, & says he is coming back the same way, he is not without money for he frequently patronises the Bar. he told me he did not want to come, but wandered on the Ship while drunk & fell asleep, & when he woke up, we were off. he is trying to be well behaved so that the Captain might let him go, otherwise he might get 7 or 14 days in prison. We had our own cup of Tea & a lunch at 6 A.M. this

Tuesday June 4.

Sea calm all the way so far & weather pleasant There is a slight swell on the ocean. no waves. There is a fiddler on board (Steerage) who amuses the passengers occasionally & we have some dancing Round & Square Dances - Irish Reels & Jigs etc. 3 days out & wishing we were there. We sighted a Ship this A.M. & another this evening. could only see the smoke, but with a glass the smoke stack. From noon Monday to noon to day we made 330 miles making 690 miles from the Capes. They say Phila 230 miles further than New York

Wednesday June 5

Some Sharks were seen this A.M. I did not see them There is a little swell on. seems to be making good time for Eastern voyage. & Elegant weather. From noon Tuesday to Wednesday 320 miles. making 1,010 miles. Now opposite Banks of Newfoundland. heavy swell. Vessel rocking & many sick. at 6-9 PM saw a Whale about 2 miles from us; could only see the water spout. While the Ship was rocking a boy playing on the deck fell & broke his arm. he was attended to by the Ships doctors.

Thursday June 6

About 3 AM. a few Ice Bergs were passed, but I was sleeping & did not see them. A Sailor told me who saw them that the longest was right in front of us, & we had to turn out & go around it. had it been very dark or foggy I do not know what the result would have been but as the moon was shining brightly, it was easily seen yet it is possible, & quite probable that the Captain with his knowledge of navigation, his skill & experience with new inventions in night telescopes, by the Temperature of the water, which they say was constantly taken, & by other inventions & devices would have known of the presence of this Berg, even though the night would have been dark.

Thursday June 6.

To day the Ale & Porter ran out & now he only has Lager Beer. So far we have only seen one Ship Plainly, all the others was a long way off. at 1 P.M. we passed one of the Anchor Line Ships going in the opposite direction, some miles North of us but was plainly visible to the naked eye. With a glass I could see people, & a large flag behind & 3 small signal flags. they were signaling, but could not make out what it was, & any such information, must come from the Captain or his Mates, who have a large powerful Telescope, but information of this kind seems Very difficult to obtain. Passengers do not feel free to enquire. yet every one seems anxious to know. What it is - where is it Bound. etc - While speaking to Mr. Vickers a girl came to me & asked if I would please give her Mother 2 pills taking me for the Doctor. - Another Lady will not believe that Dyson & Myself are simply passengers. She says she has travelled & knows the World & we cannot deceive her, she says we are either placed here as Detectives, or we have some other position on the Ship. From Wed to Thurs noon we made 325 miles

Friday - June 7 -

This morning, a small sailing vessell passed close to our Stern, & to the North a large Tramp Steamer We saw a large Whale & several small ones. Last night there was a Concert in the Steerage, well attended & appreciated. Free. So far everything has been in our favour. Calm sea, beautiful weather, perfect working of the Machinery. The Steamer seen to-day proved to be a Cattle Ship of the Chesapeake & Ohio R.R. & was in sight about 6 hours. bound for Liverpool but we passed & left her behind. about 7 P.M. a thick fog gradually gathered around us, The Captain came on duty, & the fog horn was blown at intervals, but at 8. P.M. it suddenly lifted & got clear. Just before dar, a large Steamer passed ut, one of the Warren Line, Bound to Boston. At noon we had made 327 miles, making 1672 miles We frequently see Sea Gulls. To night I count 10 vlying about the Vessell

Saturday June 8.

From Fri noon to Sat noon we made 312 miles making 1984 miles. To night there was a Concert in the Cabin, refined & Classic. except the last 2 numbers I was on the Program for "Comicalities" & succeeded in making some amusement. Dyson sang "Answer" Tenor Song. A Collection was taken up for the Benefit of the "Sailors Orphans Home" in Liverpool & \$36-57 $\frac{1}{2}$  was realized. Vessells have been scarce & to day very quiet at sea. A fog was on about 7 P.M. & the fog horn was blowing in the middle of the night After the Concert we were invited in the Cabin Smoke room & had Ale & Porter & enjoyed ourselves till the room closed @ 11 P.M.

Sunday June. 9

From Sat to Sun we made 324 miles, making 2,308 miles. There was Church in the Cabin & on the Steerage Deck. - Alls well. & nothing seen to day.

Monday June 10

From Sun to Mon we made 319 miles making 2,627 leaving 340 miles to Queenstown. All last night and today there is a heavy swell on, the Ship rocking considerably. had this occurred last Sunday, there would have been considerable sea sickness, but now we are well used to it. We have not seen a ship for 3 days. in travelling 1,000 miles. All letters to be posted at Queenstown must be handed to the Steward by 9. P.M.

Tuesday June 11

At 7 A.M. we first saw in the distance - "Land" at first like a cloud gradually becoming plainer then and later all As we got close to Ireland we could plainly see the Moss on Kerry Mountains. At 8 A.M. they commenced getting up the Trunks for those getting off at Queenstown. The Mountains seem to be solid rock with a thin layer of soil We see a Castle on a Mountain. To the right we see a rock in the sea, & on it "Fastnet Light House." All the small fishing boats are painted Black & the sails are a dark brown. Passed Kinsale Light House. 15 miles to Queenstown, saw a very nice Lightship in Cork Harbour, arrived at Queenstown & stopped at 3. P.M. did not anchor The Tender was waiting, was fastened with ropes & the Trunks carried on by the sailors, then the passengers got off. Ropes off & we started again for Liverpool at 3-40 P.M. Passed Lord Dunraves Castle. Could see land, sometimes we could see it, & it would become visible again, sometimes quite plain till we passed Croskey at 9-15 P.M. 90 miles from Queenstown, quite daylight yet. Now we leave the Irish Coast, & 90 miles to go to Holyhead. Retired @ 11 P.M.

Wednesday June 12 -

Arose at 8 A.M. could plainly see the Coast of Wales. all along Mountains - Trunks are all up - Many are dressed ready for shore. Stopped in the river Mersey, & the Tender came alongside & was fastened at exactly 10 A.M. Got on the Landing Stage (Custom House) @ 11 A.M. Got away from Princess Landing Stage @ 4 P.M. Left for Manchester 8 P.M. 36 miles. Time 45 min Fare 2/6 Left Manchester on Friday. 4-30 P.M. Arrd at Liverpool 5.20. Left Liverpool for Dublin on Steamer "Louth" @ 8 P.M. Steerage fare is 4/- Return Ticket 5/- Cabin 13/6 each way. Beautiful Sunrise. Sat morning 3-30 A.M. Could just see Ireland Passed Howth, & Lumbye Island - 25 minutes difference in English & Irish time. Got off at Dublin at 5 A.M. Sat. The Main Street formerly Sackville St. is now called "O'Connell St" - Saw O'Connell's Monument, Nelson Pillar - Monument to Sir John Gray. - Very poor breakfast for 1/- Dublin is a very good place for late risers as the city dont seem to be alive till 8 or 9 Tram cars dont start till 8 or 9 - I could not see the (Genl Post Office) Directory till 9 A.M. Newspaper office dont open till 9. - Got acquainted with Mr. McCabe who took me to Glasswevin? Cemetery, saw C. S. Parnell's grave - Can O'Connell's Vault & Coffin - Grave of Patric O'Donnell, who shot Carey - Cardinal McCabe's Vault. Etc- Drove through Phoenix Park on a Jaunting car, saw Wellington Monument, also the spot where Burke & Cavendish was murdered. went to Knockmarron Hill - Guinness Brewery - Bank of Ireland (formerly the Irish House of Parliament - Trinity College - Steven Green Park - Went to Central Gaety Theatre "Henglers Circus saw Blondin perform - Stopped at North Star Hotel Bed & Breakfast 4/6.- Sunday excursion to "Howth" at the entrance to Dublin Bay. 8d Coach to top of Mountain 4d. Left Dublin for Belfast Sunday 4 P.M. Distance 113 miles. Fare 9/6 Passed Drogheda, & Boyne river.

Belfast

Arrived in Belfast Sunday @ 9 P.M. Stopped at Kelleys Temperance Hotel. Bed & Breakfast 4/-. Saw the Clock. Custom House - Theatre Royal Was in Stamfords Bar room, well known to Theatrical people all over the Country, near Theatre Royal "Giants Causeway" is 80 miles from here, I did not go as it would take a whole day & I could not spare the time - Royal Avenue - Donegal Place - Castle Place - High Street - Queens Bridge - Albert Memorial (Clock) Post Office. Cave Hill (with face on top)- Quays - Handsome streets & Buildings - Created a City in 1886. of Modern origin. At the beginning of the present reign, population 69,205 in 1887 - 230,000. an increase in 50 years of 160,000 Custom House receipts in 1885 ~~£~~ 363,175. in 1888 ~~£~~ 1,785,111. for Customs revenue stands 3rd following Lon don & Liverpool. It is the centre of the great Irish Linen Industry, & is the chief Ship-building station in Ireland. Very prosperous City - Belfast is the capital of Ulster. Increase in population within the Municipal area

Years	1782 - 1810	1821	1841	1861	1881	1891
Persons	13,105	30,720	37,117	75,308	120,777	208,122
						255,950

In 1660 Belfast had but 5 streets. Alexandra Dock 852 feet long 92 feet broad at the top & 31 feet deep. Capacity 9,000,000 gallons. emptied in 2 $\frac{1}{2}$  hours. Left Belfast Mon 4 PM on Steamer "Adder" of Glasgow Went along the Irish coast. At the end is near the Giants Causeway. The nearest points between Ireland & Scotland is here 18 miles. Could plainly see both Countries at one time Passed the Craig, Paddys Mile Stone Landed at Androssan - Scotland.

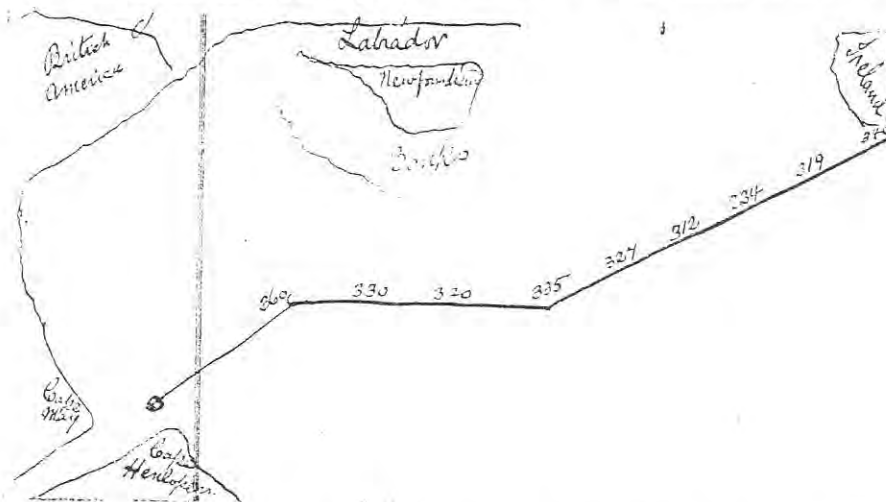
Arrived in Glasgow @ 9-30 PM. Stopped at Baikers Temperance Hotel - Bed & Breakfast 4/6 Found out Fathers address from Geo Thompson Bartender at the Era Vaults, West Nile & Bath St Left for Gourrock by Train Tuesday 8-30 AM. passed through many long tunnels - distance 26 miles Saw in Gourrock Bay Lord Dunravens new Yacht Valkerye III. Left for Rothesay on Steamer "Columba" @9-10 Stopped @ Dunoon - Innellan - arry at Rothesay 10 AM. Passed Dumbarton Castle. Saw Father & spent a few hour with him. Got back to Glasgow @ 5 PM. Went to "Gaiety Theatre" Variety 1/- Wednesday saw the Exchange Wellington Monument - Georges Square in which is a very high Monument to Sir Walter Scott & 11 smaller ones. Municipal Buildings - Chamber of Commerce Glasgow Cathedral. Nearly all the Buildings in Scotland are built of stone. Large Buildings & small private houses. - There was only one hour during this week when Visitors were allowed to inspect the Municipal Buildings & I happened along just at this time we were shown through by a Guide Sat in the Lord Provost's chair - Saw an Oil Painting of Her Majesty 49 years ago Building cost a little less than £1,000,000 - 0 - 0 Magnificent staircase of Marble Chandeliers in Banquet Hall weigh 16 CWT each Left Glasgow for Edinburgh @ 4. P.M.

Arrived @ 5-30 PM. Thursday. Stopped at Edinburgh Roseberry Temperance Hotel. Bed & Breakfast 3/6 Went to Lyceum Theatre, saw Willard in the "Professors Love Story" - 2/- Edinburgh is the most picturesque, romantic City I was ever in Castle. Fine Buildings, fine street - Took Bus for Leith - Steamer "Lord Aberdeen" 6/- stopped at Aberdeen. Went to Firth of Forth Bridge - Went to Parliament Square, went in all the Court rooms. Stood on the heart of Midlothian (Gladstones district) From Edinburgh to Manchester the fare is 18/5½, yet I bought my ticket from Glasgow to Manchester, with stop over priveledge at Edinburgh for 17/9. One one side of the railroad is the Old Town, on the other side the New Town. - Princess St - (Main St) Sir Walter Scotts Monument Burn's Monument - Post Office - Wellington Statue. Saw many Newhaven fish wives. The Forth Bridge is held to be the greatest engineering triumph of the kind that has ever been consumated. Completed in January 1890. Time of building 7 years. - 4,000 workmen - 500 accidents, 57 fatally. Height of cantilevers 360 feet, length of central girders 350 feet, length of large spans 1710 feet. Headway above high-water mark at centre of spans 150 feet, depth of bottom of lowest caisson below high water mark 89 feet. Weight of iron & Steel used 54,000 tons. Total length of Bridge a mile & a half. cost £3,500,000. Edinburgh Castle. ~~around 250-feet-above-the-Bay.~~ dates back to the year 700. Extent of Castle 7 acres on top. fronted by an esplanade 350 feet long by 300 wide. 443 feet above the level of the sea. Morton Battery constructed in 1574. For more particulars I have a Book.

Sunday	June 2,	Cape Henlopen	8-30 A.M.	miles
Monday	" 3	Noon		102
Tuesday	" 4	"		360
Wednesday	" 5	"		330
Thursday	" 6	"		320
Friday	" 7	"		335
Saturday	" 8	"		327
Sunday	" 9	"		312
Monday	" 10	"		324
Tuesday	" 11	- 3 P.M.	Queenstown	319
				<u>340</u>
				3,059

Left Queenstown Tues. June 11 @ 3.40 P.M.  
Arrived @ Liverpool Wed June 12 @ 10 AM.

At night the man on watch in front, at each Bell (every ½ hour) shouts "All's Well." & the man on watch in the Crows Nest shouts "The Lights are burning bright, sir." At the head of the stairs leading to the Cabin Dining room a Chart is kept hanging there, which is fixed every noon showing our location, & the number of miles made



Our course is supposed to be (South) about 2940 miles The longest route of this line - South about 2965 miles The shortest route of this line - North about 2780 miles This is from Land to Land. Everything at the bar on the Ship is 6d English money & 15¢ American money. Bass' Ale - Guinness' Porter - Wine - Whiskey - Brandy & soft drinks. The Bar is closed to the Steerage @ 8. P.M. - To the Cabin @ 10-30 PM & the smoke room (Cabin) closes at 11 PM. The Steerage Stewards get £4 for a Trip, from Liverpool & back. This is supposed to be a month, & if they get back in less, each day is deducted from their pay. They can sometimes get work on the Wharf @3/6 per day. Seamen get £3. per return voyage. I think the Doctors carried on these Ships are mostly young graduates who have no practice on land They are very conceity, & hate work, & are very uncivil.- Every one except the officers, are very sociable. The passengers are mostly English, Irish, Scotch & Welsh. very few of any other Nationality. In Great Britain & Ireland a half penny postal card is 1d 5 for 3 d. In other words they charge extra for the cards. besides postage Whiskey is sold in small bottles. One Naggon, which is ¼ pint 7½d. In all the large cities Manchester, Liverpool, Dublin, Belfast Glasgow, Edinburgh etc. the streets are all very well paved, & kept in first class condition, the work is so well done there are no bad places where a horse or pedestrian would stumble & fall, or a wheel jar, & shake you while riding. The paving seems perfect & kept very clean. Market St in Manchester is paved with wooden blocks, & is a beautiful stree. Other streets

are mostly Belgian Blocks.

		Expenses.	
From leaving home I kept an account of money I spent, but soon after getting on land I got tired of it & only put down occasionally to give a lideah of cost in travelling. I put down no spending money as ale, porter, cigars, Tram fares, shaving etc.			
Fare	Phil? to Liverpool & back.	Walter	19 00
"	" " " & back.	Joe	19 00
"	Liverpool to Dublin - W.		1 00
Mr. Campbell.	Chief Steerage Steward		5 00
	Tobacco for use on Ship		45
	Pipe " " " "		25
	50 Cigars to smoke in England		1 75
	2 Bottles of Ale on Ship in American money		30
			<u>46 75</u>
	English Money		s d
On Ship	22 bottles of Ale & Porter.		11 -
2 Fares	from Manchester to Liverpool 2/6 each		5 -
Coat & Vest @ Lewis', Manchester		1	10 -
Pants	" " "		11 -
Manchester	Waterproof Coat	1	10 -
"	Dinner for Joe & W.		3 6
"	Bed & Breakfast for 2.		6 -
"	Coffee & eggs		1 -
"	Cold supper		10
"	15 yds of Silk for Mrs. Yarwood	3	15 -
"	Present for Edna		2 -
"	" " Joe Allie		2 -
"	6 Penknives - @ Wholesale		12 -
"	Gave Ethel - - -		2 -
"	" Pollie - - -		10 -
"	" Jane - on loan -	1	0 0
Manchester	1 doz Handkerchiefs - -		3 11
"	Belle View Gardens - Car fare & entrance.	2.	1 6
"	2 Baths - @ 6d - -		1 0
"	to Liverpool. 36 miles		2 6
Dublin	Very poor Breakfast		1 -
"	Bed & Breakfast. North Star Hotel		4 6
"	Henglers Circus 2 @ 1/-		2 -
"	Jaunting Car through Phoenix Park		5 -
"	Views of Dublin 2. 1/- & 6		1 6
"	Excursion to Howth		8
"	Coach to top of Mountain		4
"	to Belfast 113 miles		9 6
Belfast	Bed & Breakfast		4 -
"	to Glasgow by Boat		4 -
Glasgow	Bed & Breakfast		4 6
"	" " "		4 0
"	To Rothesay		2 6
"	Gave Father		5 -
"	To Manchester via Edinburgh		17 9
Edinburgh	Supper - Steak & Tea		1 9
"	Bed & Breakfast. 2 nights @ 3/6		7 -
"	Lyceum Theatre		2 -
Manchester	to Blackpool - Excursion. 2. J & W.		5 -
"	to Sheffield " " "		17 6
	American Money \$82-98-16		9 9
	from top of page 46-75		
	\$129-73		

This is only partial. As I have not taken account of any of general spending money for drinking, smoking, Tram car fares, lunches, many meals, little trips. Yet this will give an ideah of cost in travelling in these places for Lodging, Meals, R.R. Fares etc.-

Extra.

I have not given any detailed explanation of the places of interest I visited as I have Photographic Views of Dublin - Belfast - Glasgow & Edinburgh & Blackpool, which I will loan to anyone reading this who feels desirous of seeing them. I would advise anyone who contemplated making a trip, not to go steerage, except their means were very limited, as the 2nd Cabin fares are very reasonable \$50 - \$100 to go & return. We fared very well going over for steerage, but you cannot depend on this. Coming back we could not make any arrangement on the "Kensington" with the Chief Steerage Steward at all. Sometimes this can be done, & sometimes it can not be done. It depends a great deal on the Purser, but anyone going on such a trip for pleasure, should certainly pay the difference & go 2<sup>nd</sup> Cabin, & then it is pleasure. The fare 2<sup>nd</sup> Cabin on the Kensington & Southwark was \$50 each way, or \$95.00 return. On the other Ships the fare 2<sup>nd</sup> was \$25.00 each way. No reduction for round trip ticket. On the American Line leaving Phil? they carry no 1<sup>st</sup> Cabin, so that 2<sup>nd</sup> Cabin is the best on the Ship. Dyson came back 2<sup>nd</sup> Cabin, while I was steerage on the same ship. There is a great difference between going over & coming back. Going over the passengers are of a better class, & are more sociable, & being Americanized are better understood in their ways, disposition & conversation. Coming back there are all nationalities, & they keep in groups, one here, one there. On the whole the Trip was a grand treat to me, do not begrudge one cent of the money spent, & feel perfectly satisfied, & very glad I went. I advise 3<sup>rd</sup> class travelling at the other side, being much cheaper, & short distances, & very comfortable. The views of Cities, & Guides I have are Photographic views of Blackpool The story of the Manchester Ship Canal Album of Dublin & Suburbs (with Wicklow) views Guide to Belfast Album of Belfast - Views The Cabinet album views of Glasgow Guide to the Forth Bridge. Leith to Sterling Historical account of Edinburgh Castle, together with Life of Mary Queen of Scots The Cabinet Album of Edinburgh. Views

That is the end of the letter/Journal. I appreciate very much receiving it from George & Mary, and thankful to Mrs. Edna B. Kappler for sending it.

The following funeral card was received from Dorothy (Y) IMMONS. Orvin was the husband of Doris YARWOOD (III-25 of the George W. YARWOOD's)

## IN MEMORY OF

ORVIN A. BERGAN

November 10, 1917

January 31, 1977

*Services From*

Decorah Lutheran Church

Wednesday, February 2 - 2:00 P.M.

*Clergyman*

Pastor Alden H. Hovda

*Interment*

Lutheran Cemetery

*Pallbearers*

Carsten Hovden

Richard Fadness

Clair Knutson

Bennie Benson

Morris Bergan

Melvin Skaim

*Music*

Soloist - Russell Bakken

Organist - Mrs. Otto Ruen

You are invited to return to the church following the committal service.

Steine Funeral Home

Another item for our branch:

Laura Jean HARDING, b. 15 January 1977, dau of Robert William HARDING (V-42) and Linda. B. 5:37 A.M., weighed 6 lb. 15 oz.

That's all for this time - want to get this printed and mailed by Monday the 28th, hopefully.

If I get more information, I'll try to get another letter out some day.

Sincerely,



Bill

FROM THIS, IT LOOKS LIKE MARIA'S MOTHER WAS "CAROLINE" - PROBABLY WHERE AUNT CAROLINE'S NAME CAME FROM. ALSO, "ELIZABETH OLIVER" WAS PROBABLY HER SISTER.

Copied from census records in the possession of the Library

of the State Historical Society of Wisconsin,

"SUSAN" WAS ~~PROBABLY~~ POSSIBLY MARRIED BY 1856 WHEN THE FAMILY WAS LISTED WITHOUT HER IN THE IOCCA CENSUS.

Inhabitants in Town of Albany, in the County of Green

State of Wisconsin, enumerated 3 day of Oct., 1850

Volume, page 122

HOUSE NUMBER	FAMILY NUMBER	NAME OF FAMILY	AGE	OCCUPATION	PLACE OF BIRTH
13	15	William Lee	34	Taylor	England
		Caroline "	29		N.Y.
		Susan "	11		"
		Charles "	8		"
		Maria E. "	7		Wis
		Walter H. "	1		"
		Elizabeth Oliver	19		N.Y.

THE STATE HISTORICAL SOCIETY OF WISCONSIN

816 STATE STREET / MADISON, WISCONSIN 53706

January 12, 1977

Your letter has been forwarded to me by our Acquisitions Section. I searched our index for the 1850 U. S. census for Wisconsin but was unable to identify the particular John McCulloch you are tracing. I did, however, identify the Marie Lee you are seeking. A copy of that enumeration is enclosed.

Good luck with your "McCullough Memos."

Sincerely,

James L. Hansen  
Reference Librarian