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Article Summary: This study explores mass Czech and German immigration from points of departure at Hamburg and Bremen to places of settlement in the US. It shows that American railroad systems and trans-Atlantic steamship lines not only transported immigrants but actively encouraged immigration.

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Photographs / Images: table I: vessels with immigrants sailing from Bremerhaven to Galveston, 1880-1886; fig 24: Czech-language land promotion booklet issued by the Burlington & Missouri River Railroad in Nebraska; fig 25: undated artwork for the cover of the Omaha agricultural journal *Hospodář* showing immigrants arriving in New York Harbor

German and Czech Immigration to Texas: **THE BREMEN TO GALVESTON ROUTE,** **1880 - 1886**

By Lawrence H. Konecny and Clinton Machann

Although it is well known that the immigration of German and Austrian groups to Texas in the decades following the American Civil War made a large impact on the social and economic development of the state, the precise mechanics or processes involved in the immigration have not yet received adequate study. This paper examines in detail one limited yet significant part of this phenomenon: the movement of immigrants, especially those with German and Czech surnames, to Galveston, Texas, via the German port of Bremen, 1880-86. This seven-year period, during which immigration from Germany and Austria increased sharply following the U.S. economic depression of the previous decade, represents the high point of post-Civil War and pre-1896 direct (port-to-port) immigration to Texas. This phase of Galveston's immigration history was characterized by the prearranged charter of ships whereby immigrants were recruited for special voyages. Of course any individual immigrant or immigrant family with sufficient economic resources could travel to Texas by any feasible route or arrangement, but immigrants of this type were rare. We are concerned with the great majority of immigrants, most of them of severely limited resources, who travelled in groups.

During the years 1880 to 1886 two sailing vessels and fifteen steamships

brought approximately 8,038 immigrants to Galveston directly from Bremen or its outer seaport, Bremerhaven.¹ All of the vessels, with one possible exception, were consigned to Kauffman and Runge of Galveston, Texas. All of the steamships were of the North German Lloyd Line. The European and Texan officials and businessmen involved in the immigration process can be thought of as components in a relatively efficient system for accommodating the economic and social forces that pushed and pulled thousands of Europeans across the Atlantic to the American Southwest.

German immigration to Texas already had become a big business by 1850.² An important stimulus was the Verein zum Schutze deutscher Einwanderer (hereafter referred to as the Verein), which held its first meeting at Biebrich on the Rhine in 1842 and was formally organized in 1844. Galveston's Kauffman House was involved in the shipment of immigrants from Bremen to Galveston from the beginning of the Verein's first shipments in 1844 through the charter steamship era, which ended in 1886.

The immigration of Czech groups from the Austrian Empire began in the 1850s, largely as a result of the efforts of Rev. Ernst Bergmann, an Evangelical minister of Czech background, who lived among the German settlers near Cat Spring, Texas.³ His letters, which described Texas as a land of economic opportunity, were reproduced and circulated in the Czech lands, especially northeastern Bohemia, where the first group of immigrants was organized. This group departed in 1851 from the German port of Hamburg and landed in New Orleans

before sailing on to Galveston, but later groups moving from Bohemia and Moravia to Texas before the American Civil War took the direct Bremen to Galveston route preferred by the Germans.

Virtually all European immigration to Texas was halted during the American Civil War (1861-65), but in subsequent years, the breakup of the old plantations, the emigration of blacks to Kansas, and the demand for cotton and other agricultural products spurred the demand for German and Czech immigrants as agricultural laborers. The severe depression throughout the United States that began with the failure of the banking house Jay Cooke and Company in September 1873 was another deterrent to immigration,⁴ but a new wave of immigration to the United States came with the 1880s, and the Bremen-to-Galveston connection, although unique, was part of this new boom—at least until 1886.

The first steamship of the North German Lloyd Line that travelled from Bremen to Galveston during the 1880-86 era was the *America*, which arrived at its destination on September 29, 1880.⁵ Because this first arrival in many ways typifies the charters that were to come during the entire period, it is worthwhile to describe it in some detail. The *America* was the first of fifteen North German Lloyd steamships to arrive: the last immigrant sailing vessel to arrive would be the bark *Gutenberg*, on November 15, 1881 (Table 1).

Like nearly all of the post-Civil War sailing ships which had preceded it to Galveston from Bremen, the *America* was on consignment to the Kauffman House, agents of the North German

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Voyage Number #	Vessel	Departed from Bremerhaven	Arrived at Galveston ²	Captain	Number of Pass. ³	Pass. List ⁴
1	SS <i>America</i> ⁵	Sept. 8, 1880	Sept. 29-30, 1880	C. Pohle	619	Yes ⁶
2	Bark <i>George Washington</i> ^{7,8}	Sept. 4, 1880	Nov. 10, 1880	J.D. Probst	42	No
3	SS <i>Braunschweig</i>	Nov. 24, 1880	Dec. 20, 1880	C. Pohle	446	No
4	SS <i>Kronprinz Fredrick-William</i>	Sept. 13, 1881	Oct. 6-10, 1881	A. Meyer	929	No
5	SS <i>Hohenzollern</i>	Oct. 5, 1881	Oct. 29, 1881	R. Sander	527	No
6	Bark <i>Gutenberg</i> ⁷	Sept. 5, 1881	Nov. 15-16, 1881	C. Averdam	100	No
7	SS <i>Hohenstauffen</i>	Sept. 3, 1882	Sept. 23, 1882	Th. Juengst	532	No
8	SS <i>Hanover</i>	Sept. 21, 1882	Oct. 17, 1882	P. Berdrow	494	No
9	SS <i>Ohio</i>	Oct. 18, 1882	Nov. 10-13, 1882	H. Bruns	480	No
10	SS <i>Weser</i>	Sept. 8, 1883	Sept. 28-30, 1883	H. Bruns	1000	Yes ⁹
11	SS <i>Hohenzollern</i>	Oct. 5, 1883	Oct. 26-27, 1883	A. Meyer	694	No
12	SS <i>Weser</i>	Nov. 17, 1883	Dec. 10-11, 1883	H. Bruns	298	No
13	SS <i>Weser</i>	Sept. 5, 1884	Sept. 29-30, 1884	H. Bruns	545	No
14	SS <i>Ohio</i>	Oct. 4, 1884	Oct. 26, 1884	A. Meyer	367	No
15	SS <i>Weser</i>	Sept. 12, 1885	Oct. 3-4, 1885	H. Bruns	335	Yes ¹⁰
16	SS <i>Hohenzollern</i>	Oct. 10, 1885	Oct. 30-31, 1885	A. Meyer	181	Yes ¹¹
17	SS <i>Weser</i> ¹²	Sept. 11, 1886	Oct. 1, 1886	H. Bruns	449	No

Table 1. Vessels with immigrants sailing from Bremerhaven to Galveston 1880-86.¹

Notes to Table 1

¹ Table 1 was compiled from various issues of the *Galveston Daily News* and the *Picayune* (New Orleans), the monthly reports from the Bureau for Bremen Statistics, and the *Harbor Accounts Books* for Bremerhaven. A complete bibliography of the voyages is available from the authors.

² When two dates are shown, the first represents the arrival of the ship at the entrance to the harbor and the second is the day that the last passenger was lightered to shore.

³ These figures varied slightly with the different sources.

⁴ The total number of passengers listed in Table 1 is 8,038 as compared to the Treasury Department's 1893 study, which reports 8,108 for the same period. The U.S. Customs Department's passenger lists and the Immigration and Naturalization Service's passenger lists are not available for this period.

⁵ The first immigrant steamship of the charter era to arrive in Galveston from Bremen (Bremerhaven).

⁶ A passenger list of the Czech immigrants on this voyage was published in the *Wisconsin Slavie*, Racine, Wis. The list was discovered by Albert Blaha and republished in *Naše Dějiny*, Hallettsville, Tex., Mar.-Apr. 1987, 12-13.

⁷ These were sailing vessels. All of the other vessels were North German Lloyd steamships.

⁸ All vessels except the *George Washington* were consigned to Kaufmann and Runge; perhaps this is also true of the *George Washington*, but evidence is lacking.

⁹ This passenger list was printed by Carl Schünemann's *Buchdruckerei* (print shop) in Bremen. Passenger lists of this sort were

produced by North German Lloyd for the benefit of the passengers and were distributed as advertisements. Perhaps this is how the passenger list of the *America* found its way to Racine, Wis.

¹⁰ This passenger list was published in the *Galveston Daily News* three days before the vessel arrived at Galveston. These vessels were inspected by the U.S. consul at Havana, Cuba, and the information was telegraphed to Galveston. Perhaps that is why the list preceded the vessel to Galveston. See "German Immigrants," *Galveston Daily News*, Sept. 30, 1885, 8.

¹¹ This passenger list was also published in the *Galveston Daily News* three days before the ship arrived. "More Immigrants," *Galveston Daily News*, Oct. 27, 1885, 8.

¹² The last immigrant steamship of the charter era.

Lloyd Line in Galveston. This firm had been founded in Galveston in 1842, as Edward Kauffman and Company, by Edward and Julius Kauffman, who had begun to conduct business in the city two years earlier. In subsequent years the name of the firm was changed to Julius Kauffman and Company, Kauffman and Klainer, Kauffman and Wagner, and finally, Kauffman and Runge in 1873.

Julius Kauffman was the dominant force in the company until his death in January 1880.⁶ He had considerable skills as a merchant, importer, and shipping agent. A citizen of Bremen, he used his contacts there to develop and strengthen the Bremen-Galveston connection over the years.⁷ Through arrangements made by the Kauffman House, Germans or Czechs already living in Texas could prepay the trans-Atlantic passage for relatives and friends, either by paying in full or by taking a note on tickets at one percent per month on the unpaid balance. Also, funds for the purchase of necessary items could be made available to the immigrants at their port of embarkation or at their arrival port in Galveston before their inland journey.⁸ When the Verein was organized in the 1840s by German capitalists to promote German immigration to Texas,⁹ Edward Kauffman was appointed its fiscal agent,¹⁰ and it was in this capacity that he and Julius Kauffman arranged consignment of space aboard sailing vessels to immigrants. In these early years, the German immigrants were shipped from Bremen first to Galveston and then by smaller vessels to the nearby port of Indianola, Texas. It should also be noted that the Kauffmans and the Verein itself were taking advantage of laws passed by the Republic of Texas in 1841 and 1842 which sanctioned and encouraged the colonization of French, English, and German groups in Texas in order to discourage military intervention by Mexico over disputed borders.¹¹

In the meantime another native of Bremen was beginning to take on a prominent role in the German immigration scheme. Henry Runge came to the United States through Baltimore in 1836, moved to New Orleans in 1841, and in 1845 pooled his resources with the Verein to support its Texas colony. In 1848 he established a shipping business and bank in Indianola—some claim it was the first bank in Texas.¹² Runge moved his base of operations to Galveston in 1868, and he formed a partnership with Kauffman in 1873, shortly before Runge's death. At Runge's death, the two Bremenites, both of whom had maintained political ties to Europe, held a near monopoly on the direct (Galveston as a port of entry) immigration business in Texas. As early as 1858 (possibly much earlier) Kauffman held the title of the foreign consul at Galveston for Austria, Saxony, Bremen, and the Netherlands.¹³ Similarly, Henry Runge was appointed consul (at Indianola, Texas) for the city of Hamburg in 1851.¹⁴ Runge died in 1873, but his nephew (and son-in-law) Julius Runge was appointed consul for the German Empire at Galveston in 1875.¹⁵ When Julius Kauffman died in 1880, his Austrian consular title was transferred to his son Julius Kauffman, Jr. These two heirs were the Kauffman and Runge of the Galveston shipping firm as it was constituted when the *America* landed in 1880 to initiate the new era of steamship charters.¹⁶

Other figures in the immigration process can be identified: many of the charters or special consignments of the steamships during our seven-year period of study apparently were arranged by either Dr. W. G. Kingsbury of the Galveston, Harrisburg, and San Antonio Railroad (the Sunset Road) or by William W. Lang, who represented the Southwestern Immigration Company, which was incorporated in the state of Texas.

By the 1880s railroad lines had been extended well into the great farm belts of Texas, and several railroad agents were actively engaged in the immigration business (fig. 24). Kingsbury, acting as an agent for the Sunset Road, seems to have been primarily responsible for the *America* charter. He travelled to Bremen in April 1880 and signed a contract with the North German Lloyd Line which provided for an appropriate steamship if Kingsbury could guarantee at least 500 passengers. In his own words, Kingsbury

placed in the hands of all licensed immigration agents throughout Germany a pamphlet descriptive of Texas, each book also containing a complete map of the United States. I printed both at Hamburg, and distributed from that place 30,000 copies during the months of April and May. . . . The Sunset road is doing all in its power, regardless of expense, and if the citizens of Texas will lend a helping hand by attentions and encouraging the new arrivals, strangers at your gates, and getting them to write good letters home, we shall make it a grand success.¹⁷

Kingsbury helped to arrange other Bremen-to-Galveston charters during our time of study, including that of the *Kronprinz*, which arrived in Galveston in October 1881,¹⁸ and other Texas railroads, such as the Texas and Pacific, were also involved in promoting immigration during this period.

William W. Lang was another important promoter in the business at this time. As an agent of the Southwestern Immigration Company, which represented seven individual railroads operating in the states of Texas, Louisiana, and Arkansas, he, too, solicited the Bremen-to-Galveston immigrant trade. He seems to have been primarily responsible for organizing the charter for the *Weser*, which landed in Galveston in 1883.¹⁹

The 619 immigrants who arrived in the steamship *America* in September 1880 were described as coming from Austria (Moravia and Silesia inclusive),



Fig. 24. Czech-language land promotion booklet issued by the Burlington & Missouri River Railroad in Nebraska. Prosperity is anticipated in the progressive views of a typical American farm over the first six years of settlement. (NSHS Library, A245-10)

a few personally arranged voyages from England. Of course the population of Texas was still expanding during these years through foreign immigration, but the direct immigration business as described in this paper had ceased to exist. Most of the immigrants were coming to Texas via New York and Baltimore. The Baltimore arrivals could easily reach Texas by rail as provided by a partnership between the Baltimore and Ohio Railroad and North German Lloyd; the New York arrivals could come by either rail or coastal vessel.

All of the North German Lloyd ships discussed in this paper were charters: this company did not initiate regular service to Galveston in the 1880s due to the shallow bar which blocked the entrance to the port. The large steamers never crossed the bar, and all passengers and cargo had to be lightered to shore. For this reason, regular service

Saxony, Prussia, Bavaria, Wurtemberg, Lippe-Detmola, Russia, Brandenburg, Thuringia, Oldenburg, Bohemia, Sweden, Mecklenburg, Hamburg, and Saxe-Weimar. The Czech-American newspaper *Wisconsin Slavie* listed the names of sixty-eight Czech adults among these passengers; twenty-two were accompanied by a family and four were listed with children. This constitution of *America's* passengers seems typical of the two sailing vessels and fifteen steamships and the approximately 8,038 immigrants they brought from Bremen to Galveston during the years 1880-86.

Table 1 lists available information about the seventeen voyages. The date of the departure from Bremen is available for only ten. The number of adult passengers for each voyage is given, but, unfortunately, complete lists of names in most cases are not among the U.S. Customs passenger lists held at the Port of Galveston.²⁰ Although some of the lists are not available, we can speculate about the lost records on the basis of the information that is accessible and conclude that a majority of the over 8,000 passengers during the seven-year period were Germans. Perhaps as many as one-third of them were Czechs (most of them citizens of Austria).

What happened after 1886? No ship arrivals were noted at Galveston in the *Galveston Daily News* as bringing immigrants directly there as a port of entry for the years 1887-95.²¹ A pamphlet published by the Treasury Department Bureau of Statistics in 1893 indicates that small numbers of immigrants and foreign passengers did arrive in Galveston during this period through 1892²² and the Immigration and Naturalization Service passenger lists also verify that small numbers of immigrants and foreign passengers arrived between 1892 and 1895,²³ but these came by small coastal vessels from Central and South American ports and

to Galveston was not economically feasible until Galveston's channel was deepened in 1895,²⁴ although North German Lloyd did change its terminal from New Orleans to Galveston in 1884. But an important question remains: why did the special charter arrangements end after 1886? There is no one certain explanation, but several factors probably contributed to this development. The firm of Kauffman and Runge, whose primary emphasis was on the cotton trade, lost a great deal of money in an attempt to corner the cotton market in 1885, which may have affected its role in the immigrant business.²⁵

There is also evidence that Germany had begun to enforce laws against the recruiting of immigrants within its borders—a point that North German Lloyd's spokesman was quick to disclose at a U.S. congressional hearing in 1888.²⁶ New domestic laws that limited immigration by exclusion were, however, probably more significant: the first comprehensive immigration law to regulate immigration, commonly referred to as the pauper's law, was enacted on August 4, 1882. Among other things, it restricted the immigration of persons who did not have sufficient personal funds to provide for themselves, though the law did contain some exemptions.

The Alien Contract Labor Law (Foran Act) of 1885 prohibited immigrant contracts for labor in return for prepayment of passage. The immigration system as it operated in Texas thrived on the importation of German and Austrian peasant farmers by means of prepaid passage, with an agreement to work to retire the debt.²⁷ Both laws, when finally enforced by the secretary of the treasury or his appointees and not by local customs inspectors, seriously affected Galveston's immigrant charter.

Finally, there were economic reasons that in 1887 North German Lloyd

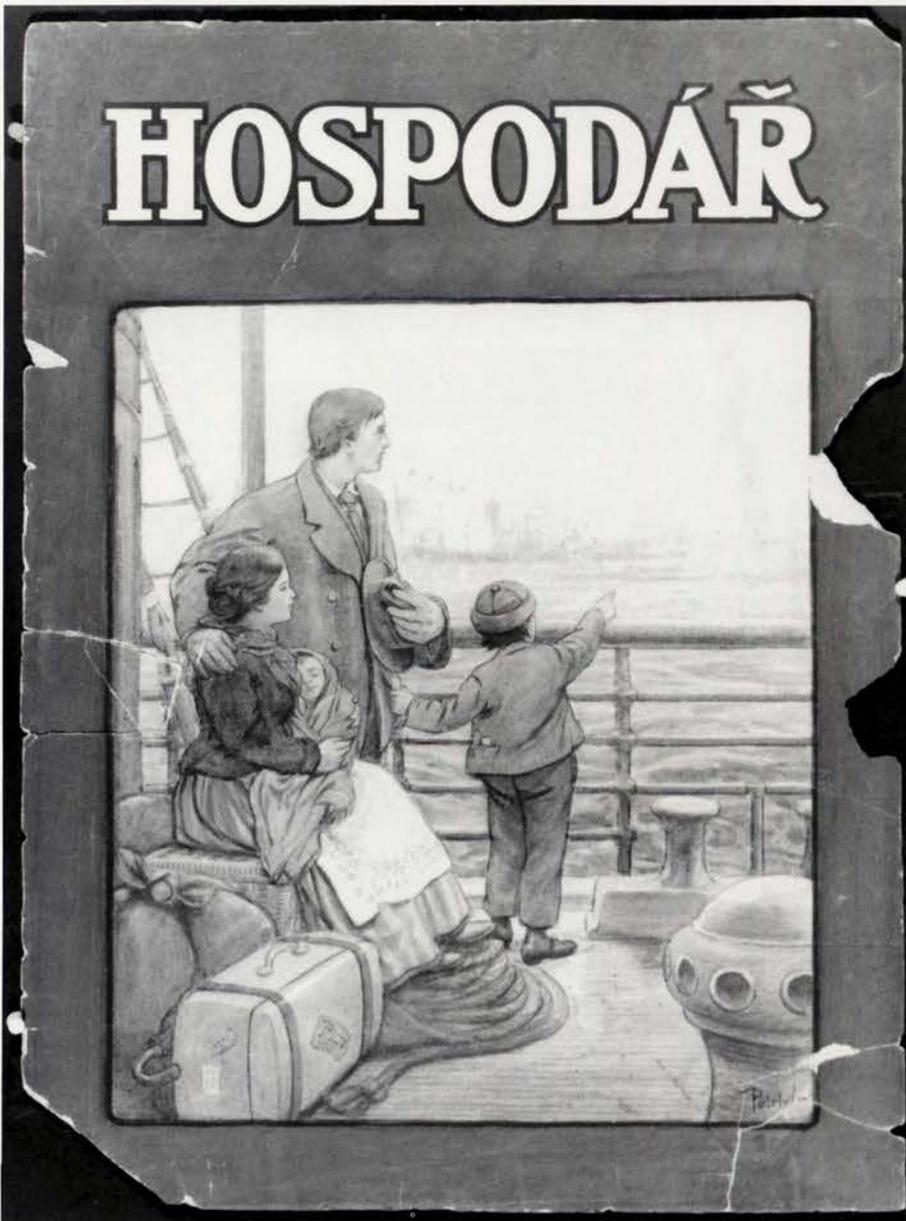


Fig.25. Undated artwork for cover of the Omaha agricultural journal *Hospodář*. After the opening of Ellis Island in 1892, most Czechs entered the United States through New York Harbor, where the Statue of Liberty (1886) was a welcome sight. (NSHS Museum 638P-16, C998.1-602)

abandoned Galveston but not New York or Baltimore, reasons in addition to the shallow bar blocking the channel entrance at Galveston (fig. 25).

A steamer required ten to twelve days to run from Bremen to New York but almost exactly twice that length of time to run to Galveston.²⁸ Furthermore,

during this period, the railroads in the eastern United States were forming into trunk lines and had jointly created an emigrant clearing house.²⁹ Similarly, North German Lloyd and other European steamship companies formed a steamship pool in order to transport large numbers of immigrants to America in the most efficient, profitable manner.

This kind of efficient trans-Atlantic service, which depended on regular schedules rather than the old individual charters, was extended to Galveston soon after the deepening of the bar at the harbor's entrance in 1895. Both the Hamburg American Line and the North German Lloyd Line of Bremen initiated direct, regular service to Galveston in 1896, and the immigrant business there blossomed once again.³⁰

Notes

¹ The figures are based on articles published in the *Galveston Daily News*; see Table 1.

² See Chester W. and Ethel H. Geue, *A New Land Beckoned* (Baltimore: Genealogical Publishing Co., 1982); Ethel H. Geue, *New Homes in a New Land* (Baltimore: Genealogical Publishing Co., 1982); Terry G. Jordan, *German Seed in Texas Soil: Immigrant Farmers in Nineteenth-Century Texas* (Austin: University of Texas Press, 1975) and *Immigration to Texas* (Boston: American Press, 1980).

³ See William Philip Hewitt, "The Czechs in Texas: A Study of the Immigration and the Development of Czech Ethnicity," 1850-1920, Ph.D. diss., the University of Texas at Austin, 1978; Albert Blaha and Dorothy Klumpp, *The Saga of Ernst Bergmann* (privately printed, 1981); Clinton Machann and James W. Mendl, *Krásná Amerika: A Study of the Texas Czechs, 1851-1939* (Austin, Tex.: Eakin Press, 1983), 9-38. Another important aspect of Czech emigration to Texas that has been ignored until recently was the building of a railway system in the Czech lands that made the group emigrations feasible. Especially important was the completion in April 1851 of the Prague to Decin link, which opened up travel to the Bohemia-Saxony border and beyond to the North German port connections. See Pavel Kosmata, *The 19th Century Railroads in Bohemia, Moravia, and Silesia*, ed. Lawrence H. Konecny (privately printed, 1992).

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⁴ The arrival of the bark *Galveston* at Galveston with forty-one passengers on November 16, 1874, marked the last arrival of an immigrant ship from Bremen before the depression. There would be no other arrivals of immigrant vessels from Bremen until the *America* in 1880.

⁵ "German Immigrants Coming," *Galveston Daily News*, Sept. 26, 1880, 4.

⁶ Manuscript no. 78-0035, personal diary of Joseph Franklin, Book 1, 80; and Galveston County Probate Cause no. 1255, Book 10, 414, 444, 475-88, 589, 631 in Rosenberg Library, Galveston, Texas.

⁷ "Kauffman & Runge," *Galveston Daily News*, Jan. 2, 1882, 2. The Kauffman House provided information to the Republic of Texas in assisting the establishment of the Bremen-to-Galveston trade. See Anson Jones, *Memoranda and Official Correspondence Relating to the Republic of Texas - Its History and Annexation 1836 to 1846* (Chicago: The Rio Grande Press, 1966), 207-8.

⁸ Manuscript no. 56-0005, Rosenberg Library.

⁹ This organization was incorporated in Texas as the German Immigration Company.

¹⁰ Geue and Geue, *A New Land Beckoned*, 52. Solms says he appointed Klainer as agent but also implies that Fischer appointed E. Kauffman as agent without Solms's permission. However, Solms says he appointed E. Kauffman as agent at Carlshafen (Indianola). According to newspaper accounts of the time the first two ships were consigned to Kauffman, as were the vast majority of the ships that followed. Other historians refer to this arrangement as "Kauffman and Klainer" yet this partnership did not exist at this time. See Jones, *Memoranda and Official Correspondence*, 326, 327.

¹¹ In a law of Jan. 4, 1841, the Congress of the Republic of Texas authorized the president to make contracts with W. S. Peters and others "for the purpose of colonizing and settling a portion of the vacant and unappropriated lands of the Republic." In another law enacted Feb. 5, 1842, the Congress expanded its earlier legislation by including other colonization companies.

¹² Manuscript no. 56-0005, Rosenberg Library; and Henry J. Hauschild, *The Runge Chronicle - A German Saga of Success* (Victoria, Tex.: Privately printed, 1990), passim.

¹³ W. and D. Richardson, *Galveston City Directory*, 1859-1860.

¹⁴ "Galvestonian Figured in Fight Against

Low Price of Cotton 50 Years Ago," *Galveston Daily News*, Sept. 10, 1931, 6.

¹⁵ Hauschild, *The Runge Chronicle*, 163-64.

¹⁶ Kauffman and Runge were also the leading cotton merchants in the state at this time. It was reported that in 1881 the firm handled twice the amount of cotton as the next largest shipper. Their business connections were located in Rio de Janeiro, Vera Cruz, New York, Liverpool, Havre, and Bremen. The firm also had a considerable wholesale and consignment business throughout much of Texas.

¹⁷ From Kingsbury's letter to the *Galveston Daily News*, dated London, Oct. 23, 1880, "Immigration at Work," *Galveston Daily News*, Nov. 11, 1880, 4; also see "Texas," *ibid.*, Sept. 8, 1882, 7.

¹⁸ "Immigrants," *Galveston Daily News*, Oct. 7, 1881, 4.

¹⁹ "Immigrants for Texas," *Galveston Daily News*, Sept. 21, 1883, 2. Lang's use of Galveston's harbor facilities may have been a second choice to those of New Orleans; however, Lang did not have the cooperation of Morgan's Louisiana and Texas Steamship and Railroad Company, which was necessary in order to use that route: see "To Promote Immigration," *Picayune* (New Orleans), Jan. 29, 1881, 6.

²⁰ Our project was responsible for the discovery of two of the missing lists: the 1885 arrivals of the *Weser* and the *Hohenzollern*. These two lists represent 526 of the 560 immigrant arrivals reported at Galveston in the 1893 treasury department report. In addition, the list of the *Weser's* passengers on its arrival in 1883 was found in a vertical file at Rosenberg Library in Galveston, Texas. A partial list for the *America's* arrival in 1880 was located as part of a research project organized by the late Albert Blaha. It lists all of the passengers with Czech surnames on that ship.

²¹ According to the monthly reports from the Bureau for Bremen Statistics and the *Harbor Account Books* for Bremerhaven, there was no departure of an emigration vessel from Bremen to Galveston during the years 1887-95.

²² "Arrivals of Alien Passengers and Immigrants in the U.S. 1820-1892," U. S. Department of Treasury, 1893, as quoted in Merideth B. Colket, Jr., and Frank E. Bridgers, eds., *Guide to Genealogical Research in the National Archives* (Washington D. C.: General Services Administration, 1974), 39-40.

²³ *Passenger Lists of Vessels Arriving at Galveston 1896-1948*, U.S. Immigration and

Naturalization Service, Microcopy 1359, thirty-six rolls. This collection is classified as beginning in the year 1896; however, it includes lists dating from 1892.

²⁴ It was estimated in 1880 that the additional costs to shippers for lightening cargo at Galveston would exceed \$1 million for a five-year period. See "How to Raise the Means for Securing Deep Water," *Galveston Daily News*, Dec. 23, 1880, 4.

²⁵ "Galvestonian Figured in Fight Against Low Price of Cotton 50 Years Ago," *Galveston Daily News*, Sept. 10, 1931, 6; and "Gigantic Attempt to Corner Cotton Market Once Made by Julius Runge, Merchant King," *Ibid.*, Feb. 17, 1935.

²⁶ "Beginning Their Labors," *New York Times*, July 26, 1888, 8; "German Immigrants," *Galveston Daily News*, Sept. 22, 1896, 6.

²⁷ "Immigration," *Picayune* (New Orleans), Oct. 3, 1873, 1, 8.

²⁸ Table 1; See also "The Immigrant Rate," *Galveston Daily News*, Oct. 16, 1896, 4.

²⁹ "Managing the Railroads," *New York Times*, Dec. 30, 1885, 2.

³⁰ The arrival in Galveston of the SS *Halle* from Bremen on Oct. 9, 1896, reinstated the Bremen-to-Galveston immigrant trade.