



Benton County Genealogical Society

NEWSLETTER

Vol. 38 No. 6

June 2020

<http://www.begs-oregon.org>

LOCATED IN *Philomath, Oregon*
FOUNDED IN 1971 IN CORVALLIS, OREGON

Note from the President...

Hello fellow BCGS Members:

I hope everyone is staying safe and healthy as we slowly return to normal activities that have been restricted.

Our September BCGS group meeting is still up in the air, I'll advise everyone as we progress through the summertime.

Best wishes to everyone.

George Davidson

What the Heck Does that Say?

The Challenge of Difficult Handwriting

with

Pam Vestal

July 26 12-2:30 p.m.

Interactive *Live Online* Workshop

Sponsored by
Genealogical Forum of Oregon

Electronic Registration
gfo.org/handwriting

\$20 (\$25 after June 30)

Add \$5 for non-members

Free electronic handout

The Benton County Genealogical Society

TRADITIONALLY meets on the 2nd Saturday of each month, September—June, with business meeting beginning at 10 a.m. at the Benton County Historical Society, 1101 Main St., Philomath. ADA parking and access are available at the rear of the building. The program follows at 10:30 a.m. Guests are always welcome!

Coming Events

**All meetings and programs
are cancelled for June.**

**The library remains closed
at least through the summer.**

**Stay tuned for announcements
about our fall events**

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'ANTICIPATED' Fall 2020 BCGS Programs

10:30 am to noon Benton County Historical Society Moreland Auditorium

September 12 *Gathering Back Together & Sharing*

October 10 *Patti Waitman-Ingebretsen*

Stories of her great grandfather, Silas Norman Lilly, and local Benton County history

November 14 *Pam Vestal*

"How to Write Ancestral Stories Your Relatives Will Want to Read"

December 12 *Silent Auction and Potluck*

Old Occupations

Ale-draper - Ale house keeper
Backster/Baxter - Female baker
Barker - Tanner of leather
Brewster - Female brewer
Bowyer - Bow maker or archer
Cashmarie - One who takes fish from the coast to inland markets
Chapman - One who buys & sells, from a booth or itinerantly
Cordwainer - Maker of good quality shoes
Costermonger - A street seller of apples & fruit
Dexter - Dyer
Egglar - Eggdealer
Farandman - Traveling merchant
Fellmonger - Dealer in animal skins
Flesher - Butcher
Fletcher - Arrow maker
Furner - A baker in charge of the ovens
Garthman - One who operates a fish-garth (a river dam for catching fish)
Greave/Grieve - Bailiff or sheriff
Hellier/hillier - Roof slater or tiler
Lavender - Washerwoman
Leightonward - Gardener
Navigator - Canal or Railway laborer
Neatherd - Cowherd
Owler - Smuggler of sheep/wool out of England
Pigman/Mugger - Seller of crockery
Say Weaver - Seaver of say, a fine-textured cloth like serge
Tucker - Fuller (one who cleans & thickens cloth)
Webster - Weaver
Whig - Scottish horse drover
Whittawer - Saddler

from Ancestor Hunt, Vol. XXXIX, #1 page 29, February 2012

The Journey from Finland to America

The Finnish emigrants usually traveled from an English harbor to America and only a small number used a German harbor. In the beginning the route went via Sweden, and from one of the harbors there they took a ship to England or Germany. In 1911 the Swedish America Line opened a direct route from Gothenburg to New York. This was a popular way for the Finns particularly in the 1920's. Direct traffic was also established from Norway to North America and the person who used Copenhagen as a way-station usually went via England or Germany. (continued on page 4)

In the Month of May

by Sue Van Laere

During this “at home” period, I’ve been helping with our grandson’s two little daughters while he and his wife try to get through online classes this spring term at LBCC. The two-year old and the four-year old love to sing, so we’ve been sharing songs we know. One they like is “While strolling in the park one day in the merry, merry month of May....”. The awkward part is that they learned the song in April and Maddie, the four-year old, wanted to know which month it was. We had to change the lyrics to correspond to April. That turned into changing the lyrics in a number of songs, just so we could laugh. She was so excited when May finally showed up and we could sing the real lyrics.

This experience led me to thinking about May in general. One of the first thoughts was the ritual of May 1st as May Basket Day in our small town. I’ve asked a number of friends over the years if they observed May Basket Day and few had ever heard of it. Being the curious person I am, I had to look up the tradition. It turns out to be a European tradition for May Day along with the May Pole. The local Five and Dime sold little plastic baskets, so we always bought a few and gave them to our friends and, with courage, to the boy crush of the moment. We put little candies in the basket, ran up to the door, hung the basket on the doorknob and ran. If the recipient was fast enough to catch us, we were supposed to give them a kiss. Guess which one we slowed down a little for! *



Another May tradition took place on Memorial weekend in our home town and across the country. I remember men handing out beautiful red plastic poppies that we could wear on our shoulder. I always assumed those men had been soldiers but I don’t know if it’s true. If I remember correctly, we gave them a nickel or dime as an offering. I wasn’t sure why these were important until I was older and studied history. The tradition came from soldier John McCrae’s poem that he wrote after burying his friend in Belgium during World War I.

**[Editor’s note—In the San Fernando Valley of southern California (which is included in LA City Schools), both Tom and I, who attended different schools, experienced May Day festivities. We had programs to which parents were invited. We engaged in May Pole dances outside. When our son was a kindergartner in Riverside, CA in the early 70’s, he made a May basket at school and tried to sneak it on to our front porch to surprise me. Unfortunately (from his perspective), I was outside and saw him doing it! ACB]*

In Flanders Field by John McCrae

In Flanders fields the poppies blow
Between the crosses, row on row,
That mark our place; and in the sky
The larks, still bravely singing, fly
Scarce heard amid the guns below.
We are the Dead. Short days ago
We lived, felt dawn, saw sunset glow,
Loved and were loved, and now we lie
In Flanders fields.
Take up our quarrel with the foe:
To you from failing hands we throw
The torch; be yours to hold it high.
If ye break faith with us who die
We shall not sleep, though poppies grow
In Flanders fields. May 1915

P.S.

The Society will put out a summer newsletter this year. We’ll be seeking input from you to make it interesting.

A FEW IDEAS

Which month is your favorite? Why?

Tell about one thing you’ve done that has helped you during this crisis.

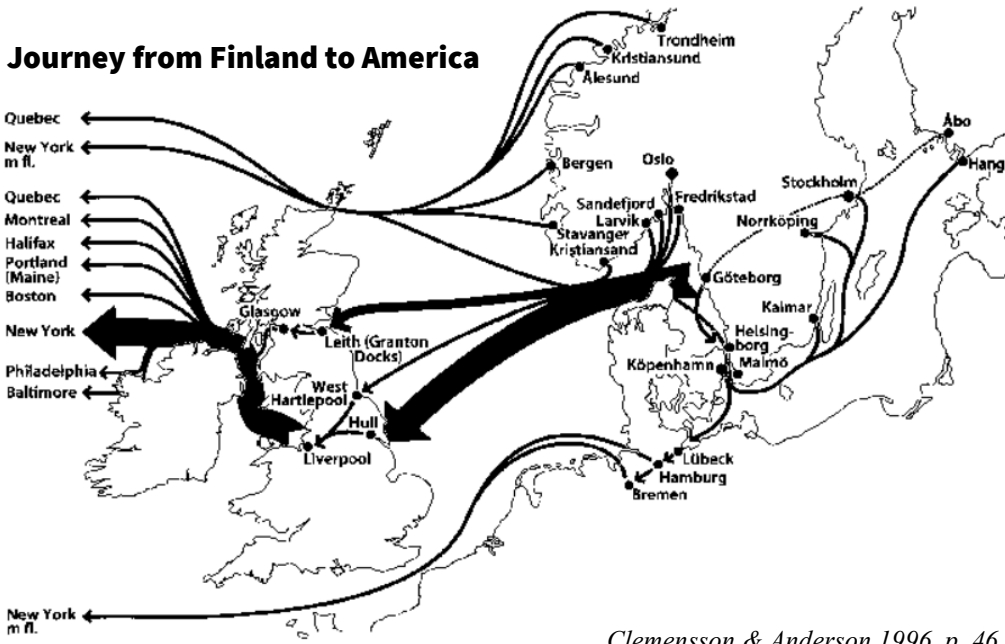
What has been the most annoying thing?

(From Amy Johnson Crow’s list)

What has been your favorite genealogy discovery?

Quite the character!

Finnish Emigration (continued from page 2)



Clemensson & Anderson 1996, p. 46

The majority of the emigrants travelled to Hull, England and then by train through England to Liverpool, Southampton or Glasgow. There they embarked on some of the big steamers to cross the Atlantic Ocean. The most important shipping companies were the German HAPAG and Norddeutscher Lloyd, and the English lines Cunard, Inman, National, Dominion, White Star, Anchor, Allan, State and Wilson. There were no passenger lists preserved for the departure ports for the traffic across the Atlantic Ocean.

The Emigration via England

In the 1880's the German shipping companies Norddeutscher Lloyd and HAPAG started routes from Hanko (Hangö) to Stockholm, Copenhagen and Lübeck and soon also to Hull in England. In the autumn of 1891 the [Finland Steamship Company](#) (F.Å.A.) started a direct route from Hanko to Hull. For some years the company totally dominated the traffic from Finland to England.

The Manuscript Department of Åbo Akademi University Library has passenger lists for the Finland Steamship Company. These lists contain the name of the passenger, home district, place of destination, and time of departure. The passenger lists can be of help when looking for the final destination of the immigrants in America. The table below shows how unreliable information in the passenger lists can be:

The location of first years of employment in the United State for emigrants from North Satakutnta during the years 1901-1914. The data is compared with the destinations mentioned in the passenger lists of the Finland Steamship company. *(Kero 1974, p. 13)*

Location of first place of employment is same as the destination mentioned in the passenger list	90	59.2%
Location of first place of employment is a neighboring locality to destination mentioned in the passenger list	9	5.9%
Location of first place of employment is not close to the destination in the passenger list but in the same state	26	17.1%
Location of first place of employment is not the same state as mentioned in the passenger list but quite close	4	2.6%
Location of first place of employment is very far from the destination mentioned in the passenger list	23	15.1%
Total	152	

(continued on page 5)

(Finish Emigration Continued from p. 4)

The passenger lists of the Finland Steamship Company include only third class passengers who bought their ticket in Finland to their place of destination in America. The lists do not include passengers of first and second class, nor passengers who bought their ticket in England to cross the Atlantic Ocean.

[The Institute of Migration](#), in Turku, Finland has transferred passenger lists of the Finland Steamship Company to computer. The database is accessible on the Internet to registered users.

The Emigration via Sweden

In the 1870's and 1880's almost all the Finnish emigration to America went through Swedish harbors. This changed at the end of the 1880's when direct routes were opened from Hanko to Hull. Most of the people who still traveled through Sweden came from the Åland islands or from Oulu province because it was easy to travel to Stockholm on the steamships from the northern parts of Sweden. In 1869 Sweden passed a law requiring that all emigrants were to be registered and the passenger lists were established at that time.

Part of the Swedish passenger lists are on computer and related on a CD call Enigranten. The CD can be searched in the library of the Genealogical of Finland. The CD has passenger lists for Gothenburg (1869-1930), Malmö (1874-1930), Stockholm (1869-190), Norrköping (1859-1919) and Kalmar (1880-1893). There are a total of 1.3 million people and among them are many Finns.

Gothenburg was the biggest harbor for emigration in Sweden until 1951 when the traffic of [The Swedish American Line](#) was canceled. There are 1 million passengers in the passenger lists and during the years 1870-1914 there were 56,000 Finns registered.

The second harbor in size was Malmö with over 160,000 passengers during 1874-1939. In the years 1870-1914 about 1,100 emigrants from Finland used this harbor.

During the period 1869-1930 Stockholm had about 23,000 emigrants, of which 4,400 were from the years 1880-1914.

The Emigration via Norway

In Norway passengers were registered by local police authorities. The harbors were Bergen Fredrikstad, Kristinsand, Kristiansund, Larvik, Oslo Kristiania, Sandefjord, Stavanter, Trondheim (during 1817-1914 about 1,500 Finns used this route), and Åleund. It is not known if the Finns used all these harbors. Some of the ships went straight to America and others went to a harbor in England.

Passenger lists for Norway can be searched in [Digitalarkivet](#) in the National Archives in Oslo, Norway:

The Finns are registered as foreigners.

Some early Norwegian passenger lists identify many Finns.

The Emigration via Denmark

In Copenhagen all passengers were registered for the years 1868-1940 and the material has been transferred to computer. It is searchable at the [Danish Emigration Archives](#). It is not known how many Finns traveled this way. One can assume there were some Finns, because the steamers on their way from Hanko to Hull in the late 1880's landed in Copenhagen. From Copenhagen the emigrants usually went to Hamburg or Bremen via Lübeck, and then took a ship from there to America. One route from Copenhagen went to Oslo and then to New York.

The Emigration via Germany

Bremen and Hamburg were the harbors for the traffic across the Atlantic Ocean to America. The passenger lists for Bremen were destroyed during the Second World War, but in Hamburg there are passenger lists for 1850-1934 with about 5 million records. It is unknown how many Finns are found in the records. A project to bring those records online is ongoing.

Genealogical Forum of Oregon presents its postponed SPRING SEMINAR live and online

Solve Puzzles with DNA

August 8 and 9 with **Karen Stanbary**

author and national lecturer focusing on topics related to using genetic evidence correlated with documentary evidence to solve genealogical brick walls.

Saturday classes include:

- Clinical Tips to Manage Conversations about Unexpected DNA Results
- The DNA You Need - Elements of Creating a Testing Plan: Who to Test and Why
- Avoiding Common Mistakes When Working with DNA
- Spit and You Shall Find! Autosomal DNA Identifies a Charming Scoundrel

Sunday classes include

- Rafael Arriaga, A Mexican Father in Michigan: Autosomal DNA Helps Identify Paternity
- A BIG Research Project—The Dalton Case

Further information and Registration (\$50 for Saturday, \$30 for Sunday; \$5 non member fee)

<https://gfo.org/learn/spring-seminar-2020.html>

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If you write something
for the special summer newsletter,
please contact Sue VanLaere

The Benton County Genealogical Society
Newsletter is published monthly September
through June.

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