

part was octagonal and terminated in a cone-shaped steeple. In the belfry there was a large clock with wheels strong enough for a grist mill. This clock struck every quarter of an hour on the little bell and repeated the hours on the great bell, which could be heard for many miles beyond the lands of the colony.

Nothing had been left undone, so far as the efforts of men guided by wise counselors could be exerted, to make the Harmonists comfortable and happy. When the grain was ready to be cut, the band numbering twenty musicians with a great variety of instruments, would play in the public square early in the morning, and by 4 o'clock the harvesters, to the number of 200 or more, would assemble with their reap-hooks (sickles) in hand, and march with the band to the field. At 6 a.m. a light breakfast would be brought to them, and another meal at 10 a.m. and still another at 3 p.m. In this way a field of wheat of seventy acres or more would be cut and shocked by 6 o'clock in the afternoon, when they would be escorted by the band back to their homes.

The rapid destruction of the forest and the turning up of such a vast area of virgin soil, filled the air with poisonous malaria and the angel of death, with sickle keener than those of the merry harvesters, visited every household, and from 200 to 300 were laid to rest in the beautiful grave yard which for seventy years has been held sacred. No stones were erected to mark each grave, but they were laid side by side and the ground was levelled above them. This burying ground is about 400 feet square and is enclosed by a high brick wall. There are a number of small Indian mounds within the enclosure and the whole is covered with a fine grove of locust trees that were planted at regular intervals.

So great a mortality made the Harmonists dissatisfied with the place, and it was sold to Robert Owen, town and lands, for one hundred and fifty thousand dollars. The first steamboat that ascended the Wabash river was called the Plow Boy; it was in 1817, and when came in sight of New Harmony, the Germans brought out their cannon to fire a salute, but in the absence of the regular gunner, besides the charge of powder the gun was rammed full of dirt, with a view of making a greater noise. When fired, the cannon burst, killing one man and breaking the leg of another. About this time the Harmonists had a steamboat built which they called the William Penn. On this steamboat and others employed for this purpose they moved from New Harmony⁷ in 1824 and 1825 to their present home, Economy.

Mr. Lenz took great pleasure in this second visit to New Harmony. It was Judge Hice's first visit and after remaining two days, they took the train for their respective homes. E. T. Cox.

THE OCEAN CROSSING OF VEVAY'S FOUNDERS

Foreword

The following narrative of the voyage across the Atlantic was originally written in French by one of the com-

⁷ The name was changed from *Harmonie* to *New Harmony* by Robert Owen after the departure of the Rappites.

pany of Swiss colonists who made the trip of 1801. It is possible that the original was in the form of a daily journal, a sort of log-book. If so, the translator changed the form, writing in the past tense. The account in English was found, long after it was written, among the papers of Mrs. Josephine Detraz Shadday, who died in 1929. The translator is not known. Mrs. Shadday was a devoted student of the early history of Vevay, and, since she understood French, it is possible that she turned the original manuscript into English. Soon after the narrative was found, it was published in the *Reveille* of Vevay, and the story as here reproduced follows the newspaper copy.

Mrs. Shadday was a granddaughter of two of the voyagers, Jean Daniel Moreau (Morerod) and Antoinette (Dufour) Moreau. Antoinette was a sister of the Dufour brothers who were prominent in the founding of Vevay, as was also the man who became her husband, Jean Daniel Morerod. There were six members of the Dufour family among the Vevay colonists who crossed the Atlantic on the *Voodsop*.¹ One of the Dufour brothers had come to America earlier and another came later. Other members of the party of 1801 included Francois Siebenthal, his son Jean Francois, and a brother. The same names appear in different families and there was intermarrying. Jean Daniel Morerod had a sister there was intermarrying. Jean Daniel Dufour had a sister cois Siebenthal married a sister of Antoinette, Jeanne Marie Dufour.

Just who wrote the original diary or account of the voyage, cannot be stated definitely. It was probably Francois Siebenthal, a widower, and the father of Jean Francois Siebenthal who became prominent in Vevay history. There is a bare possibility that Jean Daniel Dufour, oldest of the Dufour brothers on the boat, was the author.² Paragraph three of the narrative seems to show conclusively that Siebenthal was the author.

There is a tradition that the voyage lasted one hundred

¹ There were three brothers and three sisters of the Dufour family in the party: Jean Daniel, Jean David, Jean Francois, Antoinette, Jeanne Marie, and Susanna Marguerite. The three sisters were young and unmarried. The wife of Jean Daniel Dufour was with him.

² Miss Julie LeClerc Knox, who sent in the account as published in the *Reveille*, and who has furnished the data relative to those concerned, is herself a great-granddaughter of Antoinette (Dufour) Morerod and Jean Daniel Morerod. Miss Knox advances the theory that Jean Daniel Dufour, oldest of the brothers who came to America on the *Voodsop*, was the author of the original diary or account.

days which must be rejected, as the account shows that the actual start was made on March 25 and that the ship entered the James River on April 30, a period of a little more than five weeks.

[The Narrative]

Thursday, March 20, 1801. We went on board the sloop, "Useful", belonging to Citizen Blanchard of Rochelle, which carried us from Bouche with our baggage and provisions for our support during the voyage on the superb ship (*Voodsop*) [owned by] Sims of Philadelphia which lay at anchor in the roadstead about three miles distant. The sea was rough and made our sloop pitch strongly enough to upset the stomachs of the women and give us much trouble in hoisting on board our provisions and numerous effects. It was necessary to change from side to side from right to left of the boat in order to avoid being crushed against the sloop. Never-the-less, in spite of the severity of wind and wave we arrived on board with complete success without accident.

Afterwards the Captain asked about the condition of our provisions and told us we did not have enough biscuits, and besides that we had not enough of other provisions which he specified because it was better to have too many than too few, since it was impossible to fix accurately how long our journey would last. Consequently when the Captain returned to shore in the sloop which had brought him on board shortly before ourselves, three of us men returned to the landing to obtain the before mentioned supplies and return the next day with them. The Captain and one of the outfitters were to raise the anchor for departing. But on the morrow a contrary wind arose with such force that it was impossible for three days for any sloop to leave the port of Rochelle. The night of the 21st the wind having risen violently in spite of the fact that we had 3 anchors in the sea we risked being thrown on the shore [some words illegible]. The anchors were not able to hold there. Happily the wind lost much of its force before morning. Our position was so much more critical because we had neither pilot or captain on board. Although the second officer who was with us, was very skillful in all the maneuvers of navigation, he did not care to take upon himself the raising of the anchors to change our position, at least until the wind changed from the west, east or north as we were too near the shore. Before the boat could have turned we would have been crushed against the rocks. But thanks to Heaven the wind diminished and the anchors held. We were saved.

On the 23rd the Captain and the pilot as well as Morerod having come aboard, we prepared for departure. The 24th in the morning [name illegible, probably Jean David Dufour], the second of the brothers (there were three) came aboard also my brother Siebenthal bringing with them the most of the provisions. At one and the sea calm I proposed that we go ashore again to search for some trifles [*sic*]. I therefore asked the Captain for his cutter and after some begging he allowed me to take it. I took the rudder. I was

accompanied by four companions, Morerod, Bettens, Siebenthal Jr. and my brother. In three quarters of an hour we reached the port of Rochelle. We remained there about an hour and a half to make our little purchases. Finally we set out again before the tide was entirely out and we were soon in the roadstead. The contrary wind gave us a lot of trouble in reaching the ship. Nevertheless we reached it very happily at dusk, having spent about two hours in coming.

The next morning, the 25th, the pilot ordered the anchor raised in order to start and it was put aboard but he was not willing to leave the roadstead for fear he might be taken by an English frigate which had come to anchor as a lookout. The aforesaid pilot was content in pointing out at what point we should go out and departed after saying goodbye. We delivered to him our last letters written on board. About an hour after we were indeed visited by the captain of above mentioned frigate. This visit, however, was made early and we continued our journey with good weather and little wind which was northerly. At two in the afternoon we were boarded by a corsair from the island Guernsey. The man appearing to be in command came aboard and our captain was invited to go aboard his boat. The pirate assumed the tone of a master and with extreme insolence toward the passengers, commanded them all to come on deck which was done at once. Then he gave orders to change the movement and come about. Our mate refused point-blank. Thereupon they disputed and threatened each other. After they had made several turns around the deck, the pirate descended precipitately to our Captains cabin. The second mate followed him but they were not there long and returned together, seeing there was nothing to gain from us. Afterwards a terrible noise greeted us. The pirate then touched the hand of our second mate and regained his own boat, our Captain returning to his own boat. Our second mate told us he believed that without the appearance of an English 74 gun ship of the line, about two gunshots away, we would have been robbed by those thieves from Guernsey. A moment afterward the ship of the line, fired a gun when half a ship's length off. The shot went astern. This was to notify us to come to him. At the same time the captain of the gunner embarked in his cutter with one of his officers and some sailors and boarded our ship. The two officers went into the cabin of our captain where they remained a quarter of an hour, apparently to examine sailing papers. Afterwards the captain made us a short visit between the decks but as he did not know French, he said nothing to us except, "You are Swiss" and after our "Yes", he went away, extending his regards to all. We were all astonished at his courtesy. Having seen that we lifted our hats with his approach, he took his fine hat in his hand and put it back on his head only after we had saluted for his departure. It was then about five o'clock in the evening. The weather was fine. We set all the sail we previously had and about six o'clock lost sight of the shores of France and saw only the sky and water.

On the 26th and 27th we had calm and beautiful weather. On the 28th the wind was northeast but we were making a good course up

to 8 knots. The 29th the same. The 30th it was still fine up to about 1 o'clock when the wind slackened a little, blowing only 4 or 5 knots. We perceived back of us a boat coming towards us. It was again a corsair from Guernsey, which gave chase all day and caught up with us as night was falling, but we gave up nothing (through fear) except a couple of hundred weight of biscuit and several baskets of wood which he absolutely needed. The corsair offered to pay at first but our captain refused "All right" said the corsair, "give me 50 bottles of wine. I'll return them to you full of brandy." Compliments were passed. He insisted. Finally they were sent to him. A moment after he reached his own deck, we saw that he was making sail, carrying away our bottles. We took up our course again, believing this poor corsair who appeared to be a little full, had apparently broken all his bottles and needed ours to replace them.

After that day up to April 5th nothing new. We had a fair wind and were making good time. On that day we overtook an American boat going, as *he* said, to Norfolk or Baltimore. He had left the port ten days before us and we immediately lost sight of him, as we went faster. They called to our Captain to make known his position on arriving at Norfolk. Fair weather continued, wind from the southeast. On the 7th towards noon we met another American boat coming from New York bound for Copenhagen. Our Captain went aboard and brought back some codfish and a packet of American papers in English. The 8th, 9th and 10th the wind was the same and sailing good. On the 10th about 3 P.M. we arrived at the southern point of the Newfoundland Banks. The wind having fallen, we found ourselves in the fog which, almost constantly, is found in these seas. Our Captain who is a professional fisher of the cod, had promised us we should have fresh cod to eat when we reached Newfoundland Banks. He kept his word. At 3:30, two lines, having two hooks, were thrown into about 30 fathoms of water. We were an hour waiting to see a cod come out. We had gone between decks and some one said "I believe that we have more butter than is necessary to cook the fish which they will draw out", when all at once a cod weighing about twenty five pounds, still on the hook, was thrown at the base of the steps to our cabin. We went immediately on deck and had the pleasure of seeing them catch a dozen more that evening and the next morning between 7 and 8 o'clock. But the wind came with force, the cold became sharp and we were obliged to quit those ports towards evening. I do not speak nor will I call attention of anyone in this little journal of our voyage to the degrees of latitude and longitude, although the captain and the second mate who made the calculations on board have told us every time, "Well, our route can be seen." On the map of the world it has been parallel since we left Rochelle as far as the southern Banks of Newfoundland.

On the 10th in the evening we were still on the banks with the same wind. We met a schooner from Boston which was at anchor, fishing. Our Captain talked with them and the fishermen offered him some of the fish. The little boat was at once lowered, three sailors with the second mate descended with it and carried the fisher-

men some salt meat and two or three pots of brandy. On the other hand they brought back two hundred weight of fish. (One alone weighed about 100 pounds). This is a flat fish but very fine to eat. We were satisfied with fresh fish. I put up with it two or three times in sauce like the trout of Lake Lemman which has been found very good. Some of these fishermen told our mate they had been there at anchor for ten days and they had only one hundred barrels of cod. It is inconceivable how many fish are caught every year on the Newfoundland banks.

On the 13th the wind was north east having risen at evening. It became so strong that we had to lie to but at midnight it changed and became south.

On the 14th the wind changed again. Finally in the evening a furious tempest arose south of us. Towards midnight there was a thunder and lightning and much wind. The sea, too, was prodigious in height.

On the 15th in the morning the wind had diminished very much but the sea was at a fearful height. Our second mate who has followed the sea twenty two years told us he had never seen it higher. The waves formed by tempests are not parallel and do not follow each other as on Lake Lemman but the sea made up of mountains of water in the form of mountain peaks which dance and come from all sides. I was assured that when our boat was between these mountains of water there were some of them whose summits were on a level with the top of the main mast, that is, over 30 feet high. It was really a fearful sight to look at. But what reassured us was the good quality and solidity of our ship—which mounted and descended the waves with admirable dexterity but not without making us experience strong shocks and quiverings. At 10 P.M. the wind changed and became north east. It gathered strength during the night and on the 15th at 3 A.M. it was fearful violent and the sea very high. It continued all that day, all night and the entire next day of the 16th. Consequently the anniversary of my Saint Day and my marriage, instead of being a festival, was a day of tempest. We were off the cape² and across its front for 2 days and 2 nights. On the 17th the wind changed and became east but light. Afterwards it changed south and from time to time, rain fell.

On the 18th we saw coming up an American ship from the south towards us. We took in two sails in order to slacken our course to speak to *him*. It was the "Seims" from Baltimore of 300 tons, sheathed with copper, coming from London and bound for New York. From the 18th to the 28th we sailed only one day without rain. All the other days the rain fell all day and part of the night. Part of the time there was lightning and thunder, part of the time a good wind, then bad and none at all.

It is to be remarked that our voyage up to the banks of Newfoundland was very happy and the wind was good, there was rarely

³The first entry is dated March 20, 1801, at Rochelle, and the last April 30, at the James River mouth about three hours from Norfolk. The ship did not get started until April 25. The actual voyage was made in about thirty-five and one half days.

or never any rain, but beyond that point we met with 3 tempests and one mighty gale. But thanks be to Divine Providence, we triumphed and we can say that our voyage has been a joyous one. With a good boat not very heavily loaded and good sailors to manage, there is no danger in crossing the seea at all between the spring equinox and autumn, that is to say in the full season of the year.

Finally on the 29th the south west wind having commenced to blow near 6 A.M., we were making only 3 knots, at 10 A.M., only 4. We saw on the starboard a mast of a boat floating on the waters. At 11 A.M. we were making 5 knots. My brother had mounted the main mast to see if he could not discover land. He cried out to us, "I see something bulky before us floating on the water like the body of a large fish or a shipwreck." In fact we were not long in finding out what it was. We put the wheel over in order to pass near and found the hull of a small boat quite near which had been shipwrecked some days before. The hull was still quite whole but the masts and tackle no longer existed. Immediately we took in sail to stop our course, put about and launched the cutter. The second mate and 3 sailors went in it with two boarding axes, a hook and a rope. They boarded the wreck and brought from it 2 or 3 sailors shirts and a pair of shoes of morroco for a child. They saw the boat was loaded with wine and other merchandise but as only a little part of the deck on the right appeared above the water and the sea was so rough they could not get much satisfaction from the wreck. If we had had the wind astern we would have towed it in order to come up on the side in order to bring away what we could that was most valuable. But I have already said that the wind was south east. As to towing and filling with water that would have retarded us and the Captain has no thought of delaying our arrival. We spread sails therefore and soon lost sight of that sad wreck of the wind or possibly the thunderbolt and we left it to its savage owner, that is, Neptune.

At 5 P.M. while the wind was in the same direction but much stronger, we tacked until 9. At 6:30 A.M. the Captain went to the top of the main mast and saw land. At 8 he took soundings and found 10 fathoms. We continued this course until 10 o'clock, and having only 4½ fathoms we veered and took in all little sails and waited for day.

On the 30th at 2:30 in the morning we had some thunder claps that were very loud accompanied by abundant rains which lasted only a short time. At 7 A.M. we were not more than a league from Cape Charles on the left shore of Chesapeake Bay. The wind was the same, south east, but so light that we scarcely stirred. A sloop came alongside and a pilot boarded us. At noon we saw Cape Henry⁴ on the right of the above mentioned bay. The Captain told the pilot how we had seen on the preceding day a wrecked ship. He said there had been a furious tempest. On these shores there was an eight hour gale. Four boats had entered the river after that, having lost

⁴Cape Charles and Cape Henry guard the entrance to Chesapeake Bay. The former is at the north of the entrance at the southern end of the peninsula that lies to the east of the Bay, and Cape Henry at the south side of the entrance to the Bay. The above narrative erroneously reverses the names of the Capes.

part of their masts. We decided this tempest had taken place on Tuesday evening, the 21st, that we had had a mighty gale with blasts of wind and fearful thunder.

At 6 P.M. we dropped anchor opposite the mouth of the James River, about 3 hours from Norfolk. We were not able to go further because the wind was contrary and the entrance to Norfolk is difficult for large boats because of the bars on each side of the channel.

A MARRIAGE LICENSE OF 1849¹

State of Indiana }
Brown County } S. S.

To Any person By Law Empowered to Solemnize Marriages greeting. You are hereby authorized to Join together as husband and wife Joseph Hemphill and Sarahann Fricker and this shall be your warrant for the Same

[Seal]

Witness hy hand and seal of
office at Nashville this 24th
day of October 1849

W M Mason clerk

¹ The original of this license of 1849 is in the hands of the editor. The county clerk had no form to fill out, but wrote it all in his own script. It is written on a strip of blue-gray paper four by seven and a-half inches, which the clerk evidently tore from a larger sheet.