

When did the Mandelbaums come to Amnerica?

By Richard R. Grayson, July, 2007

Time has been passing again. I started doing family genealogy when I was 15. Now I am 81. I still have all the notes, records, phone calls, and letters from my researches. Now technology has changed. The old \$25.00 Underwood typewriter is gone and computers, scanners, and printers are here. The latest and best searches I do with Ancestry.com, for which I pay a monthly fee.

I have discovered that my great grandfather Aaron Mandelbaum, arrived in New York from Gehaus, Sachsen-Weimar on the clipper ship Orpheus the 23rd of August 1856. He came at the age of 18 with his younger brother Moses, age 16, without their parents or apparently any other relative.

The next 3 pages include printouts of the passenger lists with the names of Aaron and Moses, and a photocopy of the passenger list with their hand written names.



New York Passenger Lists, 1820-1957

Name: **Aron Mandelbaum**
Arrival Date: **23 Aug 1856**
Estimated birth year: **abt 1838**
Age: **18**
Gender: **Male**
Port of Departure: **Bremen, Germany**
Destination: **Germany**
Place of Origin: **Germany**
Ethnicity/Race/Nationality: **German**
Ship Name: **Orpheus**
Search Ship Database:
Port of Arrival: **New York**
Line: **23**
Microfilm Serial: **M237**
Microfilm Roll: **M237_166**
List Number: **845**
Port Arrival State: **New York**
Port Arrival Country: **United States**

Source Citation: Year: 1856; Arrival: *New York , United States*; Microfilm serial: *M237*; Microfilm roll: *M237_166*; Line: 23; List number: 845.

Source Information:

Ancestry.com. *New York Passenger Lists, 1820-1957* [database on-line]. Provo, UT, USA: The Generations Network, Inc., 2006. Original data:

- Passenger Lists of Vessels Arriving at New York, New York, 1820-1897; (National Archives Microfilm Publication M237, 675 rolls); Records of the U.S. Customs Service, Record Group 36; National Archives, Washington, D.C.
- Passenger and Crew Lists of Vessels Arriving at New York, New York, 1897-1957; (National Archives Microfilm Publication T715, 8892 rolls); Records of the Immigration and Naturalization Service; National Archives, Washington, D.C.

Description:

This database is an index to the passenger lists of ships arriving from foreign ports at the port of New York from 1820-1957. In addition, the names found in the index are linked to actual images of the passenger lists. Information contained in the index includes given name, surname, age, gender, arrival date, port of arrival, port of departure and ship name.



New York Passenger Lists, 1820-1957

Name:	Moses Mandelbaum
Arrival Date:	23 Aug 1856
Estimated birth year:	abt 1840
Age:	16
Gender:	Male
Port of Departure:	Bremen, Germany
Destination:	Germany
Place of Origin:	Germany
Ethnicity/Race/Nationality:	German
Ship Name:	Orpheus
Search Ship Database:	
Port of Arrival:	New York
Line:	24
Microfilm Serial:	M237
Microfilm Roll:	M237_166
List Number:	845
Port Arrival State:	New York
Port Arrival Country:	United States

Source Citation: Year: 1856; Arrival: New York , United States; Microfilm serial: M237; Microfilm roll: M237_166; Line: 24; List number: 845.

Source Information:

Ancestry.com. *New York Passenger Lists, 1820-1957* [database on-line]. Provo, UT, USA: The Generations Network, Inc., 2006. Original data:

- Passenger Lists of Vessels Arriving at New York, New York, 1820-1897; (National Archives Microfilm Publication M237, 675 rolls); Records of the U.S. Customs Service, Record Group 36; National Archives, Washington, D.C.
- Passenger and Crew Lists of Vessels Arriving at New York, New York, 1897-1957; (National Archives Microfilm Publication T715, 8892 rolls); Records of the Immigration and Naturalization Service; National Archives, Washington, D.C.

Description:

This database is an index to the passenger lists of ships arriving from foreign ports at the port of New York from 1820-1957. In addition, the names found in the index are linked to actual images of the passenger lists. Information contained in the index includes given name, surname, age, gender, arrival date, port of arrival, port of departure and ship name.

			Germany	Germany	Germany
Hans Jordan	14	male			
Johann Wilkens	18	male			
Adam Gier	18	do			
Berl Gehl	26	do domestic			
Christiane do	27	female			
Adolph Bonasa	29	male domestic			
Wilhelmine do	31	female			
Christiane Schirmer	36	female			
Caroline do	33	female			
Mathilde do	27	do			
Agnes do	2	do			
Augustine do	17	do			
Agnes do	11	do			
Christiane do	10	do			
Bertha do	7	do			
Luis Ringer	20	male miller			
Paulus Ringer	19	do tailor			
Wilhelm Ringer	20	do cooper			
Anna do	32	female			
Caroline do	7	female			
Agnes do	6	do			
Emilie do	2	do			
Leon Handellbaum	18	male merchant			
Hans do	16	do do			
Valentin Wald	18	do stone			
Alwin Beyer	47	do farmer			
Anna do	33	female			
Anna do	2	do			
Berl do	21	do			
Joseph do	14	male			
Johann Diefner	21	do farmer			
Agnes do	24	female			
Agnes Michel	38	female			
Christiane do	30	female			
Johann do	6	male			
Joseph do	6	do			
Margarethe do	3	female			
Joseph Meisel	37	male farmer			
Marianne do	37	female			
Margarethe do	29	do			
Wilhelm Wiegler	35	male cooper			
David Wiegler	19	do farmer			
Agnes Wiegler	28	female			
Justus Wiegler	20	male cooper			
Anna Wiegler	22	do			
Richard Wiegler	22	do butcher			
Johann Wiegler	10	do miller			
Agnes do	17	do do			
Agnes Wiegler	26	female			
Agnes Wiegler	34	do			
Agnes do	16	do			
Agnes do	10	male			
Agnes do	7	do			
Charles do	34	do			
Agnes do	29	female			

Germany
Germany

Germany Germany

U. S. U. S.

Germany Germany

55

The next five pages are about the clipper ship Orpheus. Clippers were fast ships and could cross the Atlantic in less than three weeks. The stimulus to build them was the 1848 California Gold Rush when thousands of people went west to find their fortunes.

It is fortuitous to have available a photo of a painting of the very ship that brought Aaron and Moses to America.

1852-1853 - J. H. Jacobs
 1853-1855 - J. E. Meier
 1855-1856 - O. P. Nielsen
 1856 - P. Foppes
 1856-1859 - C. Hauschild

Voyages:

1847/48 - from New York/New Orleans
 1848/49 - New York/intermediate ports/New York
 1850 - New York
 1850/51 - New York
 1851 - New York (2 x)
 1852 - New York
 1852 - Quebec
 1852/53 - New York
 1853 - New York
 1853/54 - New York/Charleston
 1854 - New York
 1854/55 - New York
 1855 - New York
 1855/56 - New Orleans
 1856 - Quebec/London
 1856-1859 - New York/intermediate ports

The *HERSCHEL* ex *ORLEANS* was sold in Surabaya, on Java, Dutch East Indies (now Indonesia), in 1859, for 20,000 fl. Her later history and ultimate fate are not known.

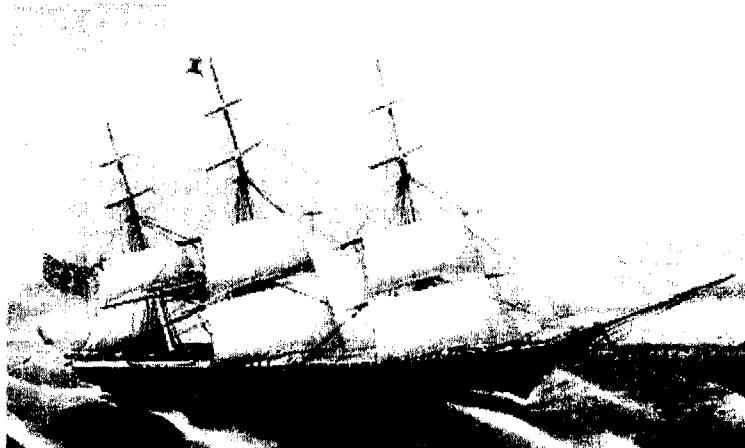
Sources: Robert Greenhalgh Albion, *Square-riggers on Schedule; The New York Sailing Packets to England, France, and the Cotton Ports* (Princeton: Princeton University Press, 1938), pp. 292-293; Ernst Hieke, *Rob. M. Sloman Jr., errichtet 1793*, Veröffentlichungen der Wirtschaftsgeschichtlichen Forschungsstelle e.V., Hamburg, Band 30 (Hamburg: Verlag Hanseatischer Merkur, 1968), p. 372; Walter Kresse, ed., *Seeschiffs-Verzeichnis der Hamburger Reedereien, 1824-1888*, Mitteilungen aus dem Museum für Hamburgische Geschichte, N. F., Bd. 5 (Hamburg: Museum für Hamburgische Geschichte, 1969), vol. 2, p. 208.

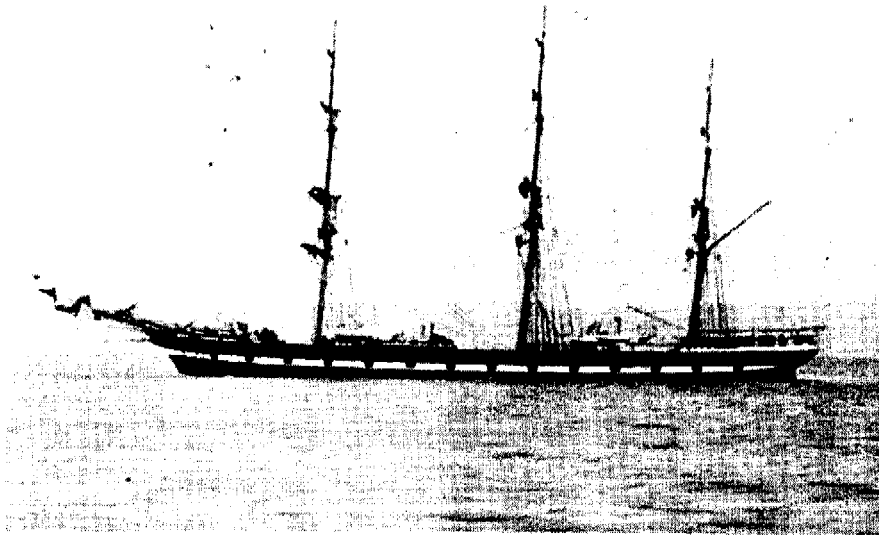
[13 Dec 1997]

Aaron + Moses Sailed on ORPHEUS 1856 TO U.S.

ORPHEUS (1854)

Oil painting by Oltmann Jaburg, 1854.
 Source: Peter-Michael Pawlik, *Von der Weser in die Welt; Die Geschichte der Segelschiffe von Weser und Lesum und ihrer Bauwerften 1770 bis 1893*. Schriften des Deutschen Schifffahrtsmuseums, Bd. 33 (Hamburg: Kabel, c1993), p. 390. To request a larger copy of this scan, click on the picture.





The Orpheus

The Bremen ship *ORPHEUS* was built at Burg (now Bremen-Burg) by J. H. Bosse, and launched on 4 April 1854. 261 Commerzlasten / 588 tons register; 42,5 x 9,5 x 5,2 meters (length x beam x depth of hold). Original owners: Konitzky & Thiermann, Bremen, operators (1/3); Georg C. Mecke & Co, Bremen (1/2); and the captain, Diedrich Schilling (1/6). She was employed in the emigration trade to North America, and was known as a fast vessel: in December 1854, the *ORPHEUS* sailed from New York to Bremerhaven in the hitherto unheard of time of 18 days 6 hours.

Schilling was succeeded as captain in 1857 by Johann Philipp Wessels, who in 1862 also acquired Schilling's 1/6 share in the vessel. In 1862, Ferdinand Wessels appears as master, although possibly only as a substitute, since Johann Philipp Wessels was again captain of the *ORPHEUS* in 1863.

In May 1865, the cargo of the *ORPHEUS* on its return voyage from New York to Bremerhaven included a dozen alligators, destined for the zoological gardens in Köln and Dresden. The next voyage of the *ORPHEUS* was a race, roundtrip from Bremerhaven to New York and back, with the Bremen bark *GUTENBERG*, Capt. Hinrich Raschen, the wager being 500 Thaler; the race was won by the *GUTENBERG*.

In the night of 17/18 November 1865, the *ORPHEUS*, bound from Hamburg to New York with emigrants, collided in the vicinity of North Sand Head (in the English Channel) with the British schooner *MARIA*, from Scarborough, which sank; although the captain of the schooner was able to save himself, his wife and the 3 members of the crew were drowned.

In 1868, the *ORPHEUS* was re-rigged as a bark. On 2 November of that year, Kautzner, master, she sailed from Baltimore for Amsterdam with a cargo of tobacco, but early in December was stranded near Texel. The cargo was removed in lighters, and the vessel refloated, and towed to Nieuwe Diep. Shortly afterwards, the *ORPHEUS* was sold to M. Peterson & Søn, Moss, Norway, and from this time on sailed under the Norwegian flag, although retaining her old name. Her new captain was M. Bruusgaard. On 15 October 1877, on a voyage from Husom to London with a cargo of wood, the *ORPHEUS* was abandoned by her crew on Dogger Bank. On 19 October, the abandoned vessel was spotted approximately 100 miles from Cuxhaven by the Hamburg steamer *UHLENHORST*, which towed her to that port, whence on 22 October she was taken in tow by the steamers *GRAF MOLTKE*, *GERMANIA*, and *COWPEN* to Hamburg.

Source: Peter-Michael Pawlik, *Von der Weser in die Welt; Die Geschichte der Segelschiffe von Weser und Lesum und ihrer Bauwerften 1770 bis 1893*, Schriften des Deutschen Schiffahrtsmuseums, Bd. 33 (Hamburg: Kabel, c1993), pp. 390-392, no. 91.

[30 Nov 1997]

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Last Revised: 5 May 2000

ORPHEUS

The 3-masted, square-rigged Bremen ship ORPHEUS, built by J. H. Bosse, Burg (now Bremen-Burg), and launched on 4 April 1854. 261 Commerzlasten/ 588 tons register; 42,5 x 9,5 x 5,2 meters (length x beam x depth of hold). Original owners: Konitzky & Thiermann, Bremen, operators (1/3); Georg C. Mecke & Co, Bremen (1/2); and the captain, Diedrich Schilling (1/6). She was employed in the emigration trade to North America, and was known as a fast vessel: in December 1854, on the return leg of the voyage on which Don's ancestor sailed to New York, the ORPHEUS sailed from New York to Bremerhaven in the hitherto unheard of time of 18 days 6 hours. Schilling was succeeded as captain in 1857 by Johann Philipp Wessels, who in 1862 also acquired Schilling's 1/6 share in the vessel. In 1862, Ferdinand Wessels appears as master, although possibly only as a substitute, since Johann Philipp Wessels was again captain of the ORPHEUS in 1863. In May 1865, the cargo of the ORPHEUS on its return voyage from New York to Bremerhaven included a dozen alligators, destined for the zoological gardens in Koln and Dresden. The next voyage of the ORPHEUS was a race, roundtrip from Bremerhaven to New York and back, with the Bremen bark GUTENBERG, captain Hinrich Raschen, the wager being 500 Thaler; the race was won by the GUTENBERG. In the night of 17/18 November 1865, the ORPHEUS, bound from Hamburg to New York with emigrants, collided in the vicinity of North Sand Head (in the English Channel) with the British schooner MARIA, from Scarborough, which sank; although the captain of the schooner was able to save himself, his wife and the 3 members of the crew were drowned. In 1868, the ORPHEUS was re-rigged as a bark. On 2 November of that year, Kautzner, master, she sailed from Baltimore for Amsterdam with a cargo of tobacco, but early in December was stranded near Texel. The cargo was removed in lighters, and the vessel refloated, and towed to Nieuwe Diep. Shortly afterwards, the ORPHEUS was sold to M. Peterson & Son, Moss, Norway, and from this time on sailed under the Norwegian flag, although retaining her old name. Her new captain was M. Bruusgaard. On 15 October 1877, on a voyage from Husom to London with a cargo of wood, the ORPHEUS was abandoned by her crew on Dogger Bank. On 19 October, the abandoned vessel was spotted approximately 100 miles from Cuxhaven by the Hamburg steamer UHLENHORST, which towed her to that port, whence on 22 October she was taken in tow by the steamers GRAF MOLTKE, GERMANIA and COWPEN to Hamburg [Peter-Michael Pawlik, *Von der Weser in die Welt; Die Geschichte der Segelschiffe von Weser und Lesum und ihrer Bauwerften 1770 bis 1893*, Schriften des Deutschen Schiffahrtsmuseums, Bd. 33 (2., unveränderte Aufl.; Hamburg: Kabel, c1993), pp. 390-392]. Pawlik's book contains a color reproduction of an oil painting of the ORPHEUS, by Oltmann Jaburg, 1854, as well as of portraits of both captains Schilling and Wessels. [Posted to the Emigration-Ships Mailing List by Michael Palmer - 30 November 1997]

SHIPBUILDING INDUSTRY IN CHELSEA

Shipbuilding in America began with the founding of the colonies. Until steam engines and wooden hulls replaced sails and wood, all sea going vessels were constructed of timber. Timber was a raw material that existed in abundance in the new world. From the sixteenth century, the timber situation in England and on the continent of Europe had greatly deteriorated and by 1800 the shipbuilding nations of Europe were suffering a timber famine. Due to the abundant supply and cheaper costs of shipbuilding timber, American ships cost far less to build than any European ship. Prior to the Revolutionary War, Massachusetts' led the rest of the country in the number of ships built and aggregate tonnage. Most of these ships were merchant vessels built for trade between the West Indies and North America or for trade or sale to Europe.

In the post Revolutionary War days the economy of the Massachusetts ship yards dropped considerably. The English markets were denied to American ships along with harassment of coastal traders by the British Navy. In 1786, the British applied their navigation laws to the United States. This ended the British market for American-built ships. In 1789, Congress passed a law that required that American flag ships be built in the United States. In 1793 France closed another market for American ships by passing a similar law. These events were followed by difficulties between France and England and by the War of 1812.

During the period of 1830 to 1856 the American shipyards along the eastern seaboard enjoyed a profitable increase in activity. This was the era of the famed American clipper ships, the most beautiful ship afloat. Built of oak and other hard woods, the clipper ship was designed and built for speed instead of capacity. The lines of the clipper evolved from a combination of features of the fast, sharp-ended ships built for slave and blockade running and those of the transatlantic packets and freighters.

The clipper was a long, narrow vessel with concave underwater lines and a long sharp bow flaring outward. The clipper had three masts or more that were set with a great slake and with square sails. These ships were designed to meet the needs of the China tea trade in the 1840's and the fast delivery of cargoes during the California and Australia gold rushes.

Numerous clipper ships were built in Chelsea shipyards that stretched on the waterfront near Williams and Marginal Street. The shipyards operated by shipbuilders: John Taylor, builder of "Storm King" 1853, the "Nabob" 1854, the "Malay" 1852, the "Aurora" 1853, the "Derby" 1855, the "Lotus" 1852; Jotham Stetson, builder of "Young Brander" 1853, "Neptune's Favorite" 1853, "Harry Bluff" 1855; Isaac Taylor, builder of the "Matchless" 1853; Winde & Clinkard, builders of "Daniel Webster" 1851, "Golden Gate" 1853, "William H. Atwood" 1852; from the yard of Rice & Mitchell, the "Orpheus" 1856; from the yard of Paul Curtis, the "Witchcraft" 1850; the yard of Dennison J. Lawlor, the "Olata" 1853. These names, represents a few of the ships built in Chelsea shipyards and their builders who helped write an important chapter in the maritime history of our country. The sea became a part of Chelsea life before the settling of the Village section of the town. The shipyards in Chelsea were turning out Sloops, Barks, and Brigantines before turning their abilities to building Clippers. The durability, speed and low cost of wood sailing vessels retarded the production of iron hull ships, introduced during the Civil War period. The introduction of steel ships in the 1880's made wooden commercial ships obsolete and caused a decline in the active shipyards.

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The next pages chronicle the arrival of Aaron Mandelbaum's parents.

Daniel and wife Jette (Jachet, Getty, Jette, or Hattie) arrived in New York 14 June 1867 on the ship America from Bremen, Germany. Daniel was 59, Jette was 59.

Enclosed is Daniel's death certificate from Chicago indicating his birth date as about 1810. Also note the passenger list transcriptions. See the 1880 census record showing J. Mandelbaum age 28 and Getty Mandelbaum age 73. I assume thus Getty to be Daniel's widow, He died March 2, 1880. The J. Mandelbaum with Getty must be her youngest son, the bachelor Jacob Mandelbaum.



New York Passenger Lists, 1820-1957

Name:	Danl Mandelbaum
Arrival Date:	14 Jun 1867
Estimated birth year:	abt 1808
Age:	59
Gender:	Male
Port of Departure:	Bremen, Germany
Destination:	United States of America
Place of Origin:	Germany
Ethnicity/Race/Nationality:	German
Ship Name:	America
Search Ship Database:	
Port of Arrival:	New York
Line:	44
Microfilm Serial:	M237
Microfilm Roll:	M237_281
List Number:	587
Port Arrival State:	New York
Port Arrival Country:	United States

Source Citation: Year: 1867; Arrival: New York , United States; Microfilm serial: M237; Microfilm roll: M237_281; Line: 44; List number: 587.

Source Information:

Ancestry.com. *New York Passenger Lists, 1820-1957* [database on-line]. Provo, UT, USA: The Generations Network, Inc., 2006. Original data:

- Passenger Lists of Vessels Arriving at New York, New York, 1820-1897; (National Archives Microfilm Publication M237, 675 rolls); Records of the U.S. Customs Service, Record Group 36; National Archives, Washington, D.C.
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Description:

This database is an index to the passenger lists of ships arriving from foreign ports at the port of New York from 1820-1957. In addition, the names found in the index are linked to actual images of the passenger lists. Information contained in the index includes given name, surname, age, gender, arrival date, port of arrival, port of departure and ship name.



New York Passenger Lists Record

Name: **Jette Mandelbaum**
Arrival Date: 14 Jun 1867
Estimated Birth Year: abt 1808
Age: 59
Gender: Female
Port of Departure: Bremen, Germany
Destination: United States of America
Place of Origin: Germany
Ship Name: America
Port of Arrival: New York
Line: 45
Microfilm Serial: M237
Microfilm Roll: 281
List Number: 587
Port Arrival State: New York
Port Arrival Country: United States

Source Citation: Year: 1867; Arrival: *New York, United States*; Microfilm serial: M237; Microfilm roll: 281; Line: 45; List number: 587.

Source Information:

- Ancestry.com. *New York Passenger Lists* [database on-line]. Provo, UT, USA: MyFamily.com, Inc., 2005. Original data:
- New York. *Passenger Lists of Vessels Arriving at New York, New York, 1820-1897*. Micropublication M237. Rolls # 95-580. National Archives, Washington, D.C.
 - New York. *Passenger and Crew Lists of Vessels Arriving at New York, New York, 1897-1957*. Micropublication T715. Rolls # 5592-6267. National Archives, Washington, D.C.

Description:

This database is an index to the passenger lists of ships arriving from foreign ports at the port of New York from 1851-1891 and 1935-1938. In addition, the names found in the index are linked to actual images of the passenger lists. Information contained in the index includes given name, surname, age, gender, arrival date, port of arrival, port of departure and ship name.

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1880 United States Federal Census Record

Name: **J. Mandelbaum**
 Home in 1880: Chicago, Cook, Illinois
 Age: 28
 Estimated Birth Year: abt 1852
 BirthPlace: Germany
 Relation to head-of-household: Self
 Father's birthplace: GERMANY
 Mother's name: Getty
 Mother's birthplace: GERMANY
 Neighbors:
 Occupation: Umbrella Maker
 Marital status: Single
 Race: White
 Gender: Male
 Cannot read/write:
 Blind:
 Deaf and dumb:
 Otherwise disabled:
 Idiotic or insane:

Household Members:	Name	Age
	<u>J. Mandelbaum</u>	28
	<u>Getty Mandelbaum</u>	73

Source Citation: Year: 1880; Census Place: Chicago, Cook, Illinois; Roll: T9_188; Family History Film: 1254188; Page: 307.3000; Enumeration District: 51; Image: 0618.

Source Information:

Ancestry.com and The Church of Jesus Christ of Latter-day Saints. 1880 United States Federal Census [database on-line]. Provo, UT, USA: MyFamily.com, Inc., 2005. 1880 U.S. Census Index provided by The Church of Jesus Christ of Latter-day Saints © Copyright 1999 Intellectual Reserve, Inc. All rights reserved. All use is subject to the limited use license and other terms and conditions applicable to this site. Original data: United States of America, Bureau of the Census. *Tenth Census of the United States, 1880*. Washington, D.C.: National Archives and Records Administration, 1880. T9, 1,454 rolls.

Description:

This database is an index to 50 million individuals enumerated in the 1880 United States Federal Census. Census takers recorded many details including each person's name, address, occupation, relationship to the head of household, race, sex, age at last birthday, marital status, place of birth, parents' place of birth. Additionally, the names of those listed on the population schedule are linked to actual images of the 1880 Federal Census.

STANLEY T. KUSPER, JR.
COUNTY CLERK

JAN 28 1975

BUREAU OF VITAL STATISTICS—130 NORTH WELLS STREET
CHICAGO, ILLINOIS 60606

Form 2008 537

Registration Number 251-4

STATE OF ILLINOIS }
COOK COUNTY }

REPORT OF DEATH

VITAL STATISTICS DEPARTMENT — COUNTY CLERK'S OFFICE

- 1. Name of Deceased Daniel Mendelbaum
- 2. Place of Death 142 Canal Port Ave. Date of Death March 2, 1880
- 3. Address of Deceased 142 Canal Port Ave.
- 4. Name of Hospital or Institution _____
- 5. Sex Male Race White
- 6. Date of Birth 1810 Age 70 Yrs. 3 Months Birthplace Germany
- 7. Occupation _____
- 8. Father's Name _____
- 9. Mother's Maiden Name _____
- 10. Cause of Death Pneumonia

Interval Between Onset and Death _____

- 11. Date Signed _____ Medkle _____ M.D.
- 12. Disposition: Burial Removal Cremation _____ Date March 2, 1880
- Cemetery Waldheim
- Location _____
- 13. (Funeral Director) Firm Name Chalefoux
- Address _____

STATE OF ILLINOIS } ss.
County of Cook }

I, STANLEY T. KUSPER, JR., County Clerk of the County of Cook, in the State of Illinois, and Keeper of the Records and Files of said County, do hereby certify that the attached is a true and correct copy of the original Record on file, all of which appears from the records and files in my office.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Seal of the County of Cook, at my office in the City of Chicago, in said County.

Stanley T. Kusper, Jr.
County Clerk

How do we know the name of Daniel Mandelbaum's wife?

I have a letter, which follows, that tells of the marriage of Daniel to Jachet Blau July 26, 1836 in Gehaus. The letter is from a correspondent whose ancestors were named Blau and were from Gehaus. The letter also gives Daniel's Hebrew name as Gedaljia. Most Jews have a secular and a Hebrew name. I privately have adopted my great grandfather Daniel Mandelbaum's Hebrew name as my own.

So, great grandmother Jachet Blau Mandelbaum in other records had her name spelled as Hattie, Getty, and Jette.

Richard Grayson, MD

From: <Wachtel@aol.com>
To: <ri68@inil.com>
Sent: Monday, September 27, 1999 10:18 AM
Subject: Blau genealogy

My great-great-grandmother was Eddel Blau of Gehaus (1801-25 May 1862), who married Sussmann Wachtel, also of Gehaus, in 1825. There were many Blaus around, but I'm not sure how they were all related. I suspect, however, that Eddel's father may have been your ancestor Aron Blau.

Gehaus vital records show that on July 26, 1836, Gedalja (Daniel), the third son of Jacob Mandelbaum, married Jachet, the fourth daughter of Aron Blau. The next record shows the marriage of Sandor Hauer to Leah, the second daughter of Abraham Blau. Elsewhere Leah is called Elsa, and her last name is also given as Blaut (as is Eddel's); another record says she was born in 1817. The difference in age seems too great for Leah as Abraham's second daughter to be Eddel's sister, but not for Jachet as Aron's fourth daughter. This hypothesis is strengthened by Eddel's son Joseph (my great-grandfather) naming his first son Aron in 1861. But I would be very interested in hearing whether you have any further information.

Passenger records for a ship named P. G. Humphreys show that Meyer and Moses Blau of Gehaus, both age 24 and therefore perhaps cousins or twin brothers, arrived in New York, along with 10 other Gehaus residents, in 1853. Meyer settled in Dayton, Ohio. His future wife, named Caroline, may have been the Caroline Baumgart, also age 24, on the Humphreys passenger list. Meyer's daughter Emma Blau married my grandfather's brother Aron Wachtel, but they had no children. I have a photocopy of a letter written in 1890 by Mrs. A. Blau, also of Dayton, to Rosa Wachtel of Cincinnati, my grandfather's cousin, on the occasion of her engagement to Martin Marks, but I don't know who this Mrs. Blau was.

Angelika Ellmann-Krueger of Berlin (dietrich.ellmann@d-ell.b.shuttle.de), the author of two reference books on German-Jewish genealogy, is a descendant of Jachet's sister Seele (or Sela) Blau and Jacob Katzenstein. A family tree that she compiled, which I obtained indirectly through Lois Goldsmith Oppenheimer of San Antonio (LOpp864@aol.com), shows that Aron Levi Blau was born in 1767 and died 11 September 1825. His father was Moses Levi Blau, born 1739 in Solz, Kanton Rothenburg. Aron's mother was named Breinche, born 1741 in Motzfeld, Kreis Hersfeld. Ester Baumgart was born in 1773 in Heinrichs, and died 31 December 1845.

Alan Wachtel
Palo Alto, California
Wachtel@aol.com

How do we know that the Aaron and Moses Mandelbaum on the 1856 Orpheus passenger list were our Mandelbaums?

By the dates, that's how. Following are the pages delineating what we found on Gehaus microfilm records. It is known that Aaron Mandelbaum son of Daniel and Jachet was born 3 August 1837 and Moses, his brother, was born 29 February 1840. The August 1856 Orpheus passenger lists show Aaron 18 years old (born ca. 1838), and Moses 16 years old (born ca. 1840.)



1920 United States Federal Census

Name: **Aaron Mandelbaum**
Home in 1920: Chicago Ward 26, Cook (Chicago), Illinois
Age: 82 years
Estimated Birth Year: abt 1838
Birthplace: Germany
Relation to Head of House: Father
Father's Birth Place: Germany
Mother's Birth Place: Germany
Marital Status: Widow
Race: White
Sex: Male
Year of Immigration: 1852
Able to read: Yes
Able to Write: Yes
Image: 927
Neighbors:
Household Members:

Name	Age
<u>Jacob A Mandelbaum</u>	43
<u>Estelle Mandelbaum</u>	39
<u>Anne Lu Mandelbaum</u>	20
<u>Theresia Mandelbaum</u>	19
<u>Sylvie Mandelbaum</u>	14
<u>Berenice Mandelbaum</u>	9
<u>Nora Coughlin</u>	48
<u>Aaron Mandelbaum</u>	82

Source Citation: Year: 1920; Census Place: Chicago Ward 26, Cook (Chicago), Illinois; Roll: T625_337; Page: 2A; Enumeration District: 1572; Image: 927.

Source Information:

Ancestry.com. 1920 United States Federal Census [database on-line]. Provo, UT, USA: MyFamily.com, Inc., 2005. For details on the contents of the film numbers, visit the following NARA web page: .

Note: Enumeration Districts 819-839 on roll 323 (Chicago City. Original data: United States of America, Bureau of the Census. Fourteenth Census of the United States, 1920. Washington, D.C.: National Archives and Records Administration, 1920. T625, 2,076 rolls.

Description:

This database is an index to individuals enumerated in the 1920 United States Federal Census, the Fourteenth Census of the United States. It includes all states and territories, as well as Military and Naval Forces, the Virgin Islands, Puerto Rico, American Samoa, Guam, and the Panama Canal Zone. The census provides many details about individuals and families including: name, gender, age,

We thus made significant progress in uncovering some of the past of the Gehaus Mandelbaums.

Readers who are researching German Jewish ancestors should note that the Nazis did not destroy all Jewish records.

The following is a narrative account of our genealogical research on the Mandelbaum line:

DANIEL MANDELBAUM (1809-1880)

Daniel Mandelbaum was a tradesman, or merchant. The record lists his occupation as "Handelsmann."

Daniel's wife was Jachat, also spelled Jachet, maiden name Blau. The Chicago city directory listed her name as Hattie.

THE SONS OF DANIEL

**Daniel (Gedalja) Mandelbaum
Jachet Blau**

Aaron b. 3 Aug. 1837

Moses b. 29 Feb. 1840

Salomon b. 19 Nov. 1842

Joseph b. 16 Nov. 1845

Jacob b. 6 Oct. 1848

Jacob b. 19 Jan. 1852

The first son of Daniel and Jachat was Aaron, born in 1837 in Gehaus. We found Aaron Mandelbaum's birth record on page 121 of the 1817 microfilm of Gehaus. It said that on the 3rd of

August, 1837, there was born to Jachet, nee Blau, wife of Daniel Mandelbaum, a son named AHRON.

The second son was Moses, born Feb. 20, 1840, in Gehaus. (Note that Aaron and Moses also were brothers in the bible.)

The third son was Salomon (later Solomon), born Nov. 19, 1842 in Gehaus. We believe this Solomon Mandelbaum to be the same Solomon Mandelbaum of Chicago who went to Nebraska and whom my grandfather Jacob visited. (The story is that Grandpa ran away from home, traveling to Nebraska by freight train when about 12 years old.) Solomon had a son, Jacob, who was known by the Mandelbaum sisters as "Big Jake from the country."

The fourth son was Joseph, born Nov. 16, 1845. Died Oct. 19, 1848 in Gehaus.

The fifth son was Jacob, born Oct. 6 1848, died Oct. 19, 1848 in Gehaus.

The sixth son was another Jacob Mandelbaum, born, according to the Gehaus records, Jan. 19, 1852. This matches well with records in Chicago of Aaron's bachelor brother Jacob, which listed his birthday as Jan. 6, 1852.

Gedalja

We found Daniel Mandelbaum's Hebrew name several times in the records as Gedalja. This is a well known Jewish name from the bible and means "Yahu (God) is great."

We found a record in the Mormon microfilms that proves Gedalja and Daniel are the same person: on page 120 of the 1817 microfilm, record number 307 says: Gedalja, Daniel, 3rd son of Jacob Mandelbaum, married Jachet, the 4th daughter of the late Aron Blau.