van aan naar Meppel onderweg liep en water
bij de tram stond rustig, stil en daar kwamen
aan het domizig maar 6 min een heerlijk afgeklaard
en wanneer reeds hoefde dan te stoppen en dat naar
Amersfoort en Utrecht weer overstappen in de
meertijd van daar naar Gouda en vervolgens naar
Breda aand.....
Breda aand....
Dit toeem! Deden - slen naar kwamen ook aan
het verzoekde waar gekoeld in de trein en toen
rijden onderweg veel sneeuw en variatie maar met behoud
wijden van waar wij kwamen niet meer zien te zien,
geen van het konden zijn. Een station werden
wij naar ons kooien van gedacht daar ontweeken
nu snelste koffie en brood en eetste en reikte ik ons mede
dat wij van een op het kon ten en meer moesten
weer de koffie binnen kwamen zingen wij en maakten
ook konden brood en schaats van voor het
komen het geld stond. Het gaf ik overigens
meertijd koffie botten 257 voor een dollar van aan de
de stad bestaat veel meer ons naar het. Omdat
gelopen 4 uur op zuster van wat voor en ontbraken
6 uur van het bunt of cootje bij de bank jum in
de boot aam weg 2 day botten strakke aan niet
uren dat was een jachtig geschikt meer kon zien

Dat zij er met veel stoom voor en daarten en
wij kwamen tijns niet vooruit het in onder een
behoren volgende in right niet kunt voorstelken
wijk 63 het veel lang de er waren wij in het
kerstend. Schaars voelen Hale & England een vredig
gezicht 10 uur naar bed. 3 juli

5 uur opgetekend want als deze niet hebben
koester dan 3 mist flink alles gezicht
hoort en het er in het de en geen gezicht
savoerk 1 naar zee in de De zem, 10 van het

4 juli

Schors tweede en weinig driehoek en houtje
naar de avond toe ik een klaar. Omdat niet
weten tweede met goed geloofde het reeg kren
men bloemeng. 4 juli 22 wind blakend en
regen er vinden de basis van een dat wou
red en findtig dat er al boven heeck er en
uitzel onder en met mij jum al de licht kren
op een regen hout 7 juli. Gaan meer
Honde kwink gan menen 8 juli

schors vinden harder kwarte wind
regen er vinden 7 juli Hamburg verbeteren
De wolk gehalen wij kwamen er veel meer
Tegens maar moet al waarheer moeg.
ik slaap tegen 10. Drie uur in het voorbeeldmaar ik het mijn plezier in bij een bierroodend van eten quote gedarm dat zijn heel klaar 11 dat ik heb een dool. Over hem die gaan en dat er nu gevolgen.

Hij is, de herder die, toen wij eraan gingen, was gisteren geweest bij hen en zij waren goed bij hun eerst gaf dat wel op zien maar nu moet

Vandaag wilde ik niet te veel afgelegomen af gelegen vond ons u op de haarden die over legten een goed verhaal met twee van mij.

Hef ook, zoals, dan zijn niet gekomen als men het goed man niet vrolijk laat liggen. Of het nu nog drie stukken, maar en ik geen met bij want als ik voor overweegde het u niet het gen gen van de trein te zijn geraadpleegd, is of dat ik anders ten min

Bank dan het advocate meer. Het nu een keer verscheidene van

Appingedam, 14 juni

Achter avond, het water is eveneens stil als hij was in het voorsprong. Tot een heel gebied

Heren, in de laatste tijd in al de Pers

Zelfde Circuit. Kan het maar mochten we

De leden van het kantoortje er aan in het

doorheen, kan in een tuin, of wij komen daar in

banket voor ander,
S.S. Rotterdam on the ocean.
June 12, 1888

Dear Parents, brothers and sisters,

I am really too lazy to write because we are growing like hogs, but it will have to be done. _________ that we will land tomorrow or the day after and then I probably will not be able to find the time. I am, as you already have taken for granted, as healthy as always. The trip pleased me, or rather, was better than expected, as you will read further on. June 1 we left Groningen. In the station at Groningen I very soon made the acquaintance of about thirty others who also planned to make the same trip and with an agent Van Homman to whom I had to pay four gulden for the train trip to Rotterdam. The family from Morre was there also, but I immediately noticed these were no people for me. When the train arrived, most of them were afraid that they would not be the first. I waited patiently too long until there was not a place left. Kroese and I have a good start I thought in the first class. From there to Meppel.

On the way, land and water. The train stood still and there Anne came and there were just six minutes for a hearty farewell and then on to Zwolle where we transferred and went on to Ammertsvoort and Utrecht. There we transferred again to a fast train, from there to Gonda and then to Rotterdam!!!! At 4:30 we arrived and I was bored on the train. On the way we did see much that was new and varied, but not enough to satisfy me. From the station we were brought to our coffee house. There we immediately received coffee and food, and they told us that we should
be at the office at seven o'clock. When we had finished the coffee, five of us went to visit the boat and the north side of the city and the Marne with its beautiful bridges and about a thousand boats and ships. Then to the office to make payment, and what I had left was exchanged 25l for $1.00. From there to see the city, much of which was interesting. Eleven o'clock to bed. Slept well. June 2, got up at four o'clock, washed up and had breakfast. At six o'clock to the pier by the boat. Seven o'clock on the boat, eight o'clock on the way. Two tugboats towed us out of the harbor. That was a beautiful sight. One could see that they were full steam ahead and hardly seemed to move. It is of a size that you can hardly imagine; it is 436 feet long. At eleven o'clock we were in the channel. At 7:30, England, a beautiful sight, clear weather. At ten o'clock, to bed.

June 3. Got up at five o'clock. Seven o'clock heavy mist. Half-speed. Every three minutes the fog horn. We could see nothing beyond the ship, and it is in the channel, also very rough. At ten o'clock in the evening, on the ocean. Then to bed.

June 4. Clear weather. A little dizzy and a headache, but in the evening I was all right again. Heavy mist.

June 5. Clear weather and a good brisk wind. The ship began to rock again.

June 6. Southwest wind, dark sky, rain, and wind. The waves sometimes over the for deck and beautiful. Almost everyone except me and a few others saw a rainbow at seven o'clock when the sky cleared.

June 8. Fair weather, heavy west wind, rain and wind.

June 9. Two ferryboats from Hamburg seen nearby and we met many more but most of them farther away.

June 10. Rain in the morning and wind in the evening. Lifeboat drill. That was a beautiful sight. We have seven boats and in time of emergency these must be occupied quickly. Sometimes the alarm can be sounded without anyone knowing it except the captain, and everyone hurries to the deck. The cook, the baker, the firemen and crew, doctor, and officers all go to the lifeboats. The passengers who stank in the way are brushed aside and whoever is afraid is shouting and thinks there is danger. In four minutes the seven boats were outside, and then they were finished, then they could put everything in order as it was.


June 12. Rain and wind. At ten o'clock passed the S.S. Edam. A quarter to the south of us.

June 13. The worst day that we have had. At two o'clock we got the pilot aboard. The other pilot from Rotterdam left the boat at the Waterway. We cannot tell what else will happen. Maybe I can add to this in New York.

In Rotterdam, I had to pay 150 for lodging. If you can, please send a letter to your future daughter-in-law saying that I am in New York. I will write to her immediately from Grand Rapids. Her address is in the
directory.

Now also something about the boat and the food. The food is better in quality than at Mother's, but is naturally somewhat different. There are also some here who do not like this food, but those people do not know themselves what they want. I have often noticed that when the evening food was served that they would throw a dish of the most delicious meat overboard. At noon it was condoned decently and if that had happened then the food was placed on the table and everyone could take as much as they wished and also of the other food. In the evening and morning we had white bread with butter -- as much as we wished at each table, a dish with butter with twice as much as we used. The meat which was left over at noon was also thrown overboard. We ate herring and hard, or ship's bread as much as we cared to throughout the day. I did not eat anything but hard bread, meat, and at noon, bean, pea, or vegetable soup. We also had potatoes which we peeled in the morning. The same butter which was left over in the morning was placed on the table again. So still better than fat, salt, vinegar, and pepper is all placed on the table. It seems that all that the people on board do is eat. Every morning a couple containers of herring are taken out of the barrel and those that are left in the evening are thrown overboard. I have filled my suitcase with hard bread for the train-trip. Tomorrow I will add some meat. So the food was exceptionally good.

You cannot imagine how pleasant and friendly the crew is. There are 74 in all. They are all equally polite and common. I have often talked to
an officer or the doctor or chief steward or cook or sailor about many matters. In that way I became quite well acquainted with one or the other. There are about 450 of us passengers aboard. The bedding leaves much to be desired. It is more than satisfactory to me when I am once lying down, but for women, who are used to something very soft, it is advisable to take something along. Everything is very clean here. One time I have had a flea, but I have never noticed any more. They keep the meat in an ice-room, with a machine that operates there. Everything is lit up with electricity. In the morning canvases were hung up for sun and rain. I had better stop because otherwise there will be no end to my account. You now know that everything is all right. You may tell about some of this but please do not allow the letter to be read; it is not fit for that.

We have not had a very satisfactory trip because of the speed of the head winds that delay the boat and because of the time of the year we had been stopped. At one time the boat rides more quietly and then the propeller is always in the water, but then the boat tosses up and down and then every wave the propeller is out of the water. Then it naturally does not function.

Now I will stop because I am tiring of it with all the people around me. A farmer's fair is no comparison to the noise which they make. If I have forgotten something concerning the trip then you can write to me about it. I naturally do not suffer from homesickness or seasickness.

I sleep among ten Germans in the hold of the ship, but I have lived with a family from Appingedam. They are very fine people with whom I plan
also to go to Grand Rapids. We have prayer and thanksgiving at meals just as at home. At first that attracted a great deal of attention, but not now. On Sunday we had Bible discussion with the twelve of us. Every day is indicated for us on the maps which hang everywhere how far we are.

Stealing and that sort of thing is impossible here if a person does not allow things to lie around.

I now still have $3.00, but there is no need for more because if I have to pay for extra weight (which is a possibility for the train trip) or otherwise if I run short then Mr. Kuick from Appingedam will help me out.

June 14. Fair weather, the sea has quieted as in the __________.

For recommendation of this company I send herewith an enclosed article in the Provincial Courant; just read it. 8 o'clock. The lights of the Long Island to the north are visible. We will cast anchor tonight.