

2-10 Gottlieb Mittelberger, *The Passage of Indentured Servants* (1750)

Bonded or indentured servants provided an important source of labor in the colonial period. Individuals pledged a number of years of service in return for passage to the new world and a new life. Gottlieb Mittelberger was an indentured servant who came to Philadelphia where he served as an organist and teacher. Most were not so fortunate and all had to endure the horrific journey that is described in this reading.

Both in Rotterdam and in Amsterdam the people are packed densely, like herrings so to say, in the large sea-vessels. One person receives a place of scarcely 2 feet width and 6 feet length in the bedstead, while many a ship carries four to six hundred souls; not to mention the innumerable implements, tools, provisions, water-barrels and other things which likewise occupy such space.

On account of contrary winds it takes the ships sometimes 2, 3, and 4 weeks to make the trip from Holland to . . . England. But when the wind is good, they get there in 8 days or even sooner. Everything is examined there and the custom-duties paid, whence it comes that the ships ride there 8, 10 or 14 days and even longer at anchor, till they have taken in their full cargoes. During that time every one is compelled to spend his last remaining money and to consume his little stock of provisions which had been reserved for the sea; so that most passengers, finding themselves on the ocean where they would be in greater need of them, must greatly suffer from hunger and want. Many suffer want already on the-water between Holland and Old England.

When the ships have for the last time weighed their anchors near the city of Kaupp [Coves] in Old England, the real misery begins with the long voyage. For from there the ships, unless they have good wind, must often sail 8, 9, 10 to 12 weeks before they reach Philadelphia. But even with the best wind the voyage lasts 7 weeks.

But during the voyage there is on board these ships terrible misery, stench, fumes, horror, vomiting, many kinds of sea-sickness, fever, dysentery, headache, heat, constipation, boils, scurvy, cancer, mouth rot, and the like, all of which come from old and sharply salted food and meat, also from very bad and foul water, so that many die miserably.

Add to this want of provisions, hunger, thirst, frost, heat, dampness, anxiety, want, afflictions and lamentations, together with other trouble, as . . . the lice abound so frightfully, especially on sick people, that they can be scraped off the body. The misery reaches the climax when a gale rages for 2 or 3 nights and days, so that every one believes that the ship will go to the bottom with all human beings on board. In such a visitation the people cry and pray most piteously.

Children from 1 to 7 years rarely survive the voyage. I witnessed . . . misery in no less than 32 children in our ship, all of whom were thrown into the sea. The parents grieve all the more since their children find no resting-place in the earth, but are devoured by the monsters of the sea.

That most of the people get sick is not surprising, because, in addition to all other trials and hardships, warm food is served only three times a week, the rations being very poor and very little. Such meals can hardly be eaten, on account of being so unclean. The water which is served out of the ships is often very black, thick and full of worms, so that one cannot drink it without loathing, even with the greatest thirst. Toward the end we were compelled to eat the ship's biscuit which had been spoiled long ago; though in a whole biscuit there was scarcely a piece the size of a dollar that had not been full of red worms and spiders' nests. . . .

At length, when, after a long and tedious voyage, the ships come in sight of land, so that the promontories can be seen, which the people were so eager and anxious to see, all creep from below on deck to see the land from afar, and they weep for joy, and pray and sing, thanking and praising God. The sight of the land makes the people on board the ship, especially the sick and the half dead, alive again, so that their hearts leap within them; they shout and rejoice, and are content to bear their misery in patience, in the hope that they may soon reach the land in safety. But alas!

When the ships have landed at Philadelphia after their long voyage, no one is permitted to leave them except those who pay for their passage or can give good security; the others, who cannot pay, must remain on board the ships till they are purchased, and are released from the ships by their purchasers. The sick always fare the worst, for the healthy are naturally preferred and purchased first; and so the sick and wretched must often remain on board in front of the city for 2 or 3 weeks, and frequently die, whereas many a one, if he could pay his debt and were permitted to leave the ship immediately, might recover and remain alive.

The sale of human beings in the market on board the ship is carried out thus: Every day Englishmen, Dutchmen and High-German people come from the city of Philadelphia and other places, in part from a great distance, say 20, 30, or 40 hours away, and go on board the newly arrived ship that has brought and offers for sale passengers from Europe, and select among the healthy persons such as they deem suitable for their business, and bargain with them how long they will serve for their passage money, which most of them are still in debt for. When they have come to an agreement, it happens that adult persons bind themselves in writing to serve 3, 4, 5 or 6 years for the amount due by them, according to their age and strength. But very young people, from 10 to 15 years, must serve till they are 21 years old.

Many parents must sell and trade away their children like so many head of cattle; for if their children take the debt upon themselves, the parents can leave the ship free and unrestrained; but as the parents often do not know where and to what people their children are going, it often happens that such parents and children, after leaving the ship, do not see each other again for many years, perhaps no more in all their lives. . . .

It often happens that whole families, husband, wife and children, are separated by being sold to different purchasers, especially when they have not paid any part of their passage money.

When a husband or wife has died at sea, when the ship has made more than half of her trip, the survivor must pay or serve not only for himself or herself but also for the deceased.

When both parents have died over half-way at sea, their children, especially when they are young and have nothing to pawn or pay, must stand for their own and their parents' passage, and serve till they are 21 years old. When one has served his or her term, he or she is entitled to a new suit of clothes at parting; and if it has been so stipulated, a man gets in addition a horse, a woman, a cow. When a serf has an opportunity to marry in this country, he or she must pay for each year which he or she would have yet to serve, 5 or 6 pounds.

1. Summarize the hardships of the passage from Old England to Philadelphia as they are described by the author.
2. How are the hardships of the sea exacerbated upon reaching land?
3. Describe the various possible arrangements related to the purchase of newly arrived servants from Europe.