

The Norwegian Heritage

“To America, to America.”

Text from the local History Book 3 from Naustdal



The resources in Naustdal were extended to uttermost in the 18th century. Farms were split up and cotter farms were established. This made a pressure that the emigration from 1880 solved. Already before 1880 many left their homes and emigrated to the US, but this emigration was a minor one compared to the one started after 1880 and lasted to the end of the 1920ies, when the emigration ended.

The first big wave of emigrants from Naustdal started in 1881 and continued with different strength to 1893.

Some years from mid 1890ies very few emigrated, but from 1901 to the first world war there was a new period of many emigrants. During world war one the emigration completely stopped, but started again in the last period of emigration 1922- 1928.

Emigrants leaving home



From the first emigrant left Naustdal in 1864 to the last ones in 1928 we totally find 1422 people from Naustdal registered as emigrated to the US. Not all of those getting emigration papers left for the US, so the number of actual emigrants is probably lower than showed above.

Belongings packed in Amerikakista



The first one that emigrated, traveled with sailing ships, and had to serve themselves with food for at least 10 days.

A supply list could include 70 pound bred, 8 pound butter, one thump of herring. In addition they needed three pots of water daily for each person.

The emigrants were also advised to bring a flagstone for baking, a spinning wheel, a hand mill, rifle and silvery. Many also brought their bible.



After steam ships became common about 1880 the travel lasted only 2-3 weeks. One can wonder why so many made such a big step as to emigrate to the US.

Hands across the sea



Traditionally it has been said that poverty in the home country made people emigrate. The case was often so, but not always, maybe not even the commonest reason. Of course the hope of a better future made people moving, But few of the poorest could manage to pay for their travel ticket. In 1897 the price for a ticket on second class was 170 kroner. And even this was at that time a large expense.

Daily life aboard



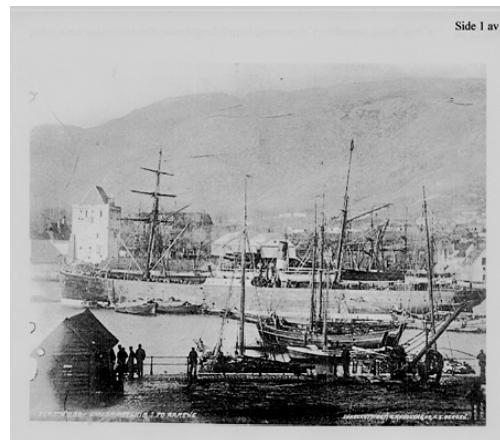
Between decks



Dancing on board



*A burial at sea on board the S/S Oscar II in 1911
"Her husband is taking farewell"*



Emigrantship Bergen harbour 1870-years.

From Norway-Heritage

Home in Naustdal



*Naustedalen 28/8-97
At Jaren, Kalland*



*Naustedalen 28/8-97
Nesstranda, Nesgrenda, Instedalen*

Foto: Johanna Barstad

Ship Rules:

1. The fire will be lit on the fire place (stove) each morning at 6 o'clock a.m., and every passenger not hindered by sickness or some other valid reason shall get up no later than 7 o'clock a.m.
2. The fire shall be put out at 8 o'clock p.m. and passengers must be in their bunks by 10 o'clock p.m.
3. The deck in the passengers' quarters and under the bunks shall be swept each morning before breakfast, and the sweepings be thrown overboard. Once a week the deck in the passengers' quarters shall be scraped.
4. Each morning before the fire is lit, necessary fuel and water will be distributed to the passengers. This task, and cleaning of the deck and the cabins on deck, will be carried out on a daily basis by a suitable number of men on a rotation basis. This group is also to check the cleanliness of the passengers and adherence to all other regulations.
5. Lamps will be lit in passengers' quarters after dark and be kept burning until 10 o'clock in the evening.
6. Tobacco smoking is not permitted below deck, nor is the use of open flame or hay or straw permitted.
7. All cooking utensils must be washed after use and always be kept clean.
8. All bedding must be taken up on deck once or twice a week and be aired out, and the bunks cleaned each time this is done.
9. Clothing may not be washed or hung up to dry below deck, but each week, as conditions permit, a day will be determined for general washing.
10. All passengers who bring spirits or other alcoholic beverages on board are obligated upon embarking the ship to hand over the same for safekeeping. These passengers may receive a reasonable daily portion. Passengers are forbidden to have gunpowder in their possession, and this as well as guns or other weapons brought on board must be placed in safekeeping with ship's officers. These will be returned to passengers at journey's end.
11. Cards or dice are not allowed on board since these can easily lead to quarrels and disagreements. Passengers should treat each other with courtesy and respect. No quarrelsome or disputatious behavior will be tolerated.
12. No seaman is allowed on the passenger deck, unless he has received orders to do specific work. Nor is any passenger, under any circumstances whatsoever, allowed in the cabin of a crewmember or the ship's galley. It is not permitted to drill holes, do any cutting, pound nails or do any other kind of damage to the ship's beams, boards or decks.
13. It is expected of the passengers that they appear on deck each Sunday in clean clothing and that they, as much as circumstances permit, keep the Sabbath.
14. All manner of games and entertainment are permitted and recommended as contributing to the maintenance of good health during a long journey. Personal cleanliness also contributes a good deal to this and is therefore highly recommended to the passengers.
15. Passengers must not speak to the man at the helm.
16. It is taken for granted that every passenger is obligated to obey the orders of the Captain in all respects.