

1 Journal of a trip from Chicago to Europe, and return. Party consisting of John M. Van Osdel and
2 wife & their adopted daughters Martha & Julia

3 Left Chicago on the morning of May 11th, 1874, by Pittsburg & Ft. Wayne R. Road. Detained 2
4 hours near Harrisburg on account of an oil train taking fire a few miles in front of us. Arrived at
5 Jersey City on the evening of the 12th. Made arrangement with Duncan, Sherman & Co. to draw
6 money in Europe. Deposited with them \$11300 as collateral and drew £ 1000 in circular notes
7 with the understanding that further amounts would be sent me as required by mail. Left D&S
8 statement of the deposit in hand of E.K. Hunt, New York, my balances to draw 4 per cent
9 interest. Bought water proof overcoat, and 4 chairs. Made a carriage excursion through Central
10 Park and visited Cousin Mary Forbes. Sailed on the afternoon of the 16th on Steamship Iroa for
11 Liverpool. Supper being ready immediately after the ship got under way, we all partook of a
12 hearty meal, noticed particularly, as it was the Last meal that $\frac{3}{4}$ of the party required for two or
13 three days. We found as soon as we were fairly out at sea a heavy "beam sea" as the sailors
14 term an undulating motion of the water, forming "dead swells" (waves without wind) that roll
15 parallel to the keel, or against the beams of the decks. The ship in riding over these waves
16 performed a rocking, side to side motion, which had a quick, and curious affect upon many of
17 the passengers; most of them imaging that the top of their head was on hinges and would lift
18 like the lid of a coffee pot. Then they would imagine they were sick, and place themselves in
19 cascading position. They had no ear for music, and the sound of the dinner bell was a torment,
20 rather than a pleasing tintabulation [tintinnabulation]. There were but 5 persons at breakfast
21 on the first morning at sea, and I happened to be one of them, nor did I feel at any time during
22 the voyage the least sensation of uneasiness by reason of the motion of the vessel. The 2nd &
23 third days were densely foggy, and our prudent Captain ran his vessel at slow speed and kept
24 the ship bell tolling at intervals to warn vessels & ice bergs to keep out of our way. It was not
25 very agreeable to hear these signals continued through the night, as one could not tell at what
26 moment some stupid Ice-berg might fail to get out of the way. On the 3rd day a majority of the
27 passengers, feeling that the top of their heads were secure, ventured upon deck; and cautiously
28 approached the dinner tables. The last 6 or 7 days of the voyage were pleasant; and with little
29 or no wind. Our noble ship sped gloriously on her way, and early on the morning of the 26th the
30 rock bound coast of old Ireland came into view. About 10 o'clock we left the ship on a small
31 steamer to be landed at Queenstown, and in a few minutes the noble craft left us on her way to
32 Liverpool. On landing at Queenstown the first thing in order was the examination of our
33 baggage by the custom house officers. The "Cove of Cork" (now called Queenstown, in honor
34 of Queen Victorias landing here on her visit to Ireland in 1849) is a magnificent harbour strongly
35 fortified, and its beauties were much enhanced to our view after 10 days monotonous riding
36 upon the ocean.

37 In about one hour after landing we reembarked on a jaunty little steamer to ascend the river
38 Lee, 6 miles to the City of Cork. The banks of the river on either side are surpassingly beautiful.
39 Thrifty villages, picturesque parks & gardens, and occasionally an old castle made up the
40 pleasing and varied panorama. On arriving at Cork, secured a parlor and 2 bedrooms at the