

THE JAMES MURPHY FAMILY IMMIGRATION FROM IRELAND

Researched and written by Mary Stack 2018

James Murphy (1792-1868) married Sarah Tobin 1810-by 1850) at Dunkerrin Parish, St. Joseph's Catholic Church, Crumlin, County Tipperary, Ireland on February 17, 1833. Crulim, a small village on the Ofaly/Tipperary border, is located southeast of Moneygall

Their five children were all baptized in that same parish. Phillip born 1834, Mary born 1836, Bridget born 1838, Sarah born 1841, and Michael born 1845.* These years in the same place/area indicates stability and perhaps they may have had a leasehold? (The Michael & Mary Quigley Cleary family baptism records show moves being made between births of their children.)

SHIP OWNERSHIP FACTS

Important fact about ship ownership in the emigration years: A large difference existed between the safety of ships depending on the ownership. American owned ships were the safest and operated under strict rules enforced by the U.S. Irish and English owned ships had weak to none safety rules. Irish and English owned ships overcrowded immigrants onto unsafe vessels which led to the term "coffin ships" as many perished aboard or even drowned when ships sank.

The laws of the United States required each passenger to be furnished with a weekly allowance of 6 lbs. of meal, 2 ½ lbs. Navy bread, 1 lb. wheat flour, 1 lb. salt pork, free from "bone," 3 quarts of water per day, 2 oz of tea, 8 oz. of sugar, 8 oz of molasses, and vinegar. Children also under twelve years of age (not including infants) are to be furnished . . . with 7 pounds of bread stuffs per week, including 1 pound of salt pork, half allowance of tea, sugar and molasses, and full allowance of water and vinegar. [note: The law of 1847 . . . states that two children between one and eight years old are to be counted as one passenger . . .]

James Murphy and his children immigrated on two voyages....James and his elder son in 1849 and the three daughters and younger son in 1851. Both voyages were made on American owned ships.

1849 August 24

James 50 (identified as laborer on ship roster) and his son Phillip age 15, were the first to immigrate. On August 24, 1849 they arrived in New York from Liverpool in 30 days on the American owned ship *Richard Cobden* under Captain George Burrell. The roster lists they had one bundle. The ship carried 261 passengers and a cargo of salt. Nine passengers died during the voyage. Two deaths were by cholera. During ship unloading one crewman was crushed to death. There were more English than Irish aboard. (A chilling note: passengers would line up in front of the captain who would take down their names and information for the ship roster. The young man checking in just behind James and Phillip died of cholera during the voyage.) (Their voyage was unlike the same ship's voyage in March of that year where it battled gale winds for six weeks and lost several sails and there was an outbreak of measles on board.)

We do not know when James' wife Sarah Tobin Murphy died.

New York Passenger Lists, 1820-1891 > New York Passenger Lists, 1820-1891 > 083 - 24 Aug 1849-25 Sep 1849
J. W. Chaney Printer, 139, Water-St., over Horlog's Shoe Store, N. Y.

DISTRICT OF NEW-YORK—PORT OF NEW-YORK.

I, George Bassell do solemnly, sincerely and truly affirm that the following List or Manifest of Passengers, subscribed with my name, and now delivered by me to the Collector of the Customs for the District of New-York, contains, to the best of my knowledge and belief, a just and true account of all the Passengers received on board the Ship Richard Cobden whereof I am Master, from Liverpool So help me God. George Bassell

Sworn to this 24th day of Aug 1849 Before me, [Signature]

List of Manifest of ALL THE PASSENGERS taken on board the American Ship Richard Cobden whereof George Bassell is Master, from Liverpool burden, Seventy nine & forty four tons.

NAMES	AGE		SEX	OCCUPATION	The Country to which they severally belong	The Country in which they intend to become inhabitants	DIED ON THE VOYAGE
	YEARS	MONTHS					
<u>George Johnston</u>	<u>1</u>	<u>06</u>	<u>Male</u>	<u>Seaman</u>	<u>England</u>	<u>Upper Canada</u>	<u>None</u>
<u>James Murphy</u>	<u>12</u>	<u>50</u>	<u>Male</u>	<u>Seaman</u>	<u>"</u>	<u>United States</u>	<u>None</u>
<u>Phil</u>	<u>10</u>	<u>15</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>None</u>

Belongings
16 1/2 1 bun

1 bundle

1851 January 2

Mary, Bridget, Sarah (Sally) and Michael sailed on the American owned ship *Arctic* in late 1850 from Liverpool to New York. They arrived in New York on January 2, 1851. Their ages according to the ship roster were given as 12, 10, 8 and 5. The ship *Arctic* (not to be confused with the Steamship Arctic) was American owned by Zerega & Co. captained by John Zerega. The ship was 1,380 tons, 180' long, 40' wide and 23 1/2' deep. There were 547 steerage passengers of which 24 died during the voyage including five year old Michael Murphy. Most of the deaths were of infants and children. Cholera was noted as the cause of death of two persons. Two infants were born during the voyage. There were two stowaways and two cabin passengers. A look at the roster shows as many English as Irish and not many families. Mostly young adults seeking new life in America.

Late in life Bridget was quoted as saying "Our own people were not good to us on the boat coming here. We were often hungry."

Upon arrival in New York, the Evening Post of New York reported that "the ship *Arctic* was towed into Quarantine last night by the steam tug Jacob Bell."

A little known fact about New York City is that the State of New York had quarantine laws stating that "Quarantine for the protection of public health shall be maintained in and for the ports of New York, for all vessels arriving thereat from other ports, and for the crews, passengers, equipage, cargoes and other property on board the same." This allowed the New York State quarantine officers to board all ships arriving at New York City and review the health of all passengers and crew. Any one showing symptoms of a contagious disease was removed from the ship while still in the outer harbor and taken to the hospital on either Hoffman or Swinburne island. An old barge (floating hospital) would pull alongside the ship and offload the ill.

DISTRICT OF NEW YORK - PORT OF NEW YORK.

I, *John J. Gurga* do solemnly, sincerely and truly swear that the following List or Manifest of Passengers, subscribed with my name, and now delivered by me to the Collector of the Customs for the District of New York, contains, to the best of my knowledge and belief, a just and true account of all the Passengers received on board the *Ship Arctic* whereof I am Master, from *Liverpool* So help me God.

Sworn to this *2nd day* 18 *51*.

Before *John J. Gurga* Master of ALL THE PASSENGERS taken on board the *Ship Arctic* whereof *John J. Gurga* is Master, from *Liverpool* burthen *1115* tons.

NAMES	Age		SEX	OCCUPATION	The country in which they severally belong	The country in which they intend to become inhabitants	Died on the Voyage
	Years	Months					
<i>4 Mary Murphy</i>	<i>12</i>	<i>00</i>	<i>F</i>				
<i>5 Bob's</i>	<i>10</i>	<i>00</i>	<i>M</i>				
<i>6 Sally</i>	<i>9</i>	<i>00</i>	<i>F</i>				
<i>7 Mich</i>	<i>5</i>	<i>00</i>	<i>M</i>				<i>dead</i>

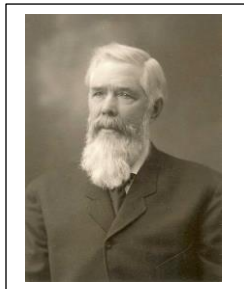
<i>4 Mary Murphy</i>	<i>12</i>	<i>00</i>	<i>F</i>				
<i>5 Bob's</i>	<i>10</i>	<i>00</i>	<i>M</i>				
<i>6 Sally</i>	<i>9</i>	<i>00</i>	<i>F</i>				
<i>7 Mich</i>	<i>5</i>	<i>00</i>	<i>M</i>				<i>dead</i>

Mary, Brid(Bridget) Sally(Sarah) Mich(Michael)

dead

1849-1853

The Murphy family spent several years working in the New York area after arrival. Notes from Bridget's great granddaughter Patty Kelly of Merna Illinois say that Sarah lived with her father and brother in Connecticut for three years before coming to the Bentown area (Benjaminville 5 miles east of Bloomington IL). (Also living in Plainfield Connecticut at the same time was Mary's future husband John Evans.) Mary the eldest daughter worked in the New York area and Bridget worked for a doctor and became trained in midwife...a skill she used all her life to earn extra money.



Philip



Mary



Bridget



Sarah

1853-1856

During this time the Murphy family came to Bloomington IL area. Looking at the Bloomington 1853 newspapers their method of travel was most likely by a combination of railroad and steamship. Below are two railroad ads of the time. Travel time was 3 days. Cost not indicated.

**THE GREAT
Central Route!**

That "Good Time has Come!"
—through the Great Lakes—

**THROUGH TICKETS TO NEW YORK,
AND INTERMEDIATE POINTS,
MICHIGAN CENTRAL
RAILROAD.**

Morning Express Train leaves
Bloomington at 8 00 A. M.
Arrives in Chicago at 7 00 P. M.
Leaves Chicago at 9 00 P. M.
Connecting at Detroit with the North Shore
line of splendid Steamers.

—**Mayflower**, Captain WILCOX,
— Mondays and Thursdays.
—**Ocean**, Captain SPANNARD,
— Tuesdays and Fridays.
—**Buckeye State**, Captain LEMMON,
— Wednesdays and Saturdays—for Buffalo direct,
connecting with the 6 o'clock Lightning
Express, and arrives in New York the same
evening. Also, with the Steamer

But City, for Saultskey,
Connecting with Muskegon Railroad for New-
ark, Zanesville and Columbus. Also, with
Mad River Railroad for Springfield, Dayton
and Cincinnati. Morning Express Train
—LEAVES CHICAGO DAILY,
(Sundays excepted), at 8 A. M., connecting
at Detroit with the splendid Steamers

—**Key Stone State**, Capt. RICHARDS,
— Mondays and Thursdays;
—**Niagara**, Capt. MERRILL,
— Tuesdays and Fridays;

—**Queen City**, Captain WILKINS,
— Wednesdays and Saturdays—for Dunkirk direct,
connecting with the 5 o'clock Evening
Express, arriving in New York the next morn-
ing. Also, with Steamers

May Queen and Cleveland,
For Cleveland, connecting with Morning train
for Pittsburgh, Philadelphia, Baltimore and
Washington. Also, with

Lake Shore Railroad,
For Dunkirk or Buffalo, through to New
York, Albany and Boston. Also, with trains
for Columbus and Cincinnati.

Passengers taking this route will have
two hours in Chicago to take tea before leav-
ing in the Evening Train, and a good night or
day's rest on Steamers on Lake Erie.

N. B. A Baggage-Master will be at the
Rock Island Depot, to receive checks and con-
vey baggage to the Central Railroad free.

THROUGH TICKETS can be had at
the Railroad

Ticket Office, Bloomington,
at the Rock Island Railroad Ticket Office, La
Salle, or at the Central Railroad
Depot, Chicago.

One of the splendid Steamers, ARCTIC
and TRAVELER, will leave Chicago for
Milwaukee and Sheboygan daily, at 8 o'clock,
A. M.

J. M. CHAPMAN,
Ticket Agent, Bloomington, Ill.
O. T. CALDWELL, Ticket Agent La Salle,
J. W. CONNERY, Ticket Agent La Salle,
Bloomington, June 13, 1853. 27-1f

**CHICAGO AND MISSISSIPPI
Railroad.**

3 Days from St. Louis to N. York!
The only direct route

BETWEEN ST. LOUIS & CHICAGO

PASSENGERS leaving St. Louis on the
Chicago and Mississippi Railroad Pack-
et at 8 A. M., will take the Cars at Alton, and
arrive at Chicago during the next afternoon,
connecting with the Telegraph Express Trains
of the

**MICHIGAN CENTRAL, AND
Northern Indiana & Southern Michigan
Railroad Lines.**

going East the same evening; and Passengers
arriving from the East at Chicago, can leave
at 8 A. M., and arrive at St. Louis at 2 P. M.
the next day.

This route, via, the Chicago and Missis-
sippi, Illinois Central, and Chicago and Rock
Island Railroads, is now open to the public,
and passes through the interior of Illinois,
visiting the cities of Alton, Springfield, Bloomington
and La Salle; and using every the entire Rail-
road communication from the Mississippi East,
(excepting 60 miles of siding from Springfield
to Bloomington, in Frink & Co.'s Stage, over
one of the most beautiful Prairies of Illinois),
and will not be subject to the

Numerous delays of the River,
thus affording the only reliable, shortest, and
most expeditious Line of travel, from the
Mississippi River to the Eastern cities! Also
connecting at Springfield with the Great West-
ern Railroad and the Stage Lines for Peoria,
Terre Haute, and Decatur.

Passenger Trains
leave Alton for Springfield, at 11 o'clock, A.
M., and Springfield for Alton, at 8 o'clock, P. M.,
every day, (Sundays excepted). Freight re-
cepted for, and passengers ticketed from St.
Louis to any depot on the line, and from any
depot on the line to St. Louis or intermediate
points. The company's Steamers, Altona and
Corvus, run in connection with the trains,
so that passengers are taken directly through.

The Steamer Altona.
leaves St. Louis daily, (Sundays excepted),
for Alton, at 4 o'clock, P. M., and Alton for
St. Louis at 8 A. M. The Corvus leaves St.
Louis at 8 A. M., and Alton at 1 P. M., con-
necting directly with the Railroad Passenger
Train. Freight received at the "Wharf,"
foot of Market street, St. Louis, from 9 A. M.
to 3 P. M.

Through Tickets
Can be had at J. B. Carson's, No. 257, Corner
and 24 Commercial street, and the office of
the Michigan Central Railroad, St. Louis;
on the Railroad Packets, and at the of-
fices of the Chicago and Master City,
Illinois Central, and Chicago and
Rock Island Railroads.

E. KRATON,
Superintendent Chicago and Mississippi R. R.
Alton, July 13, 1853. 31-2f

We know that when the Murphy's arrived in Bloomington IL Bridget worked in a kitchen on the David Davis estate. There she met her future husband Moses Blair.

1856 January 1

Mary Murphy married John Evans. They would buy land near Bentown and have 7 children.

1856 September or October 30

Bridget Murphy married Moses Blair. They would own land east and north of Bentown and have 15 children.

1860

The 1860 McLean County, Padua (Bentown) census shows James Murphy (farmer) living with son Philip and daughter Sarah. James is shown owning real estate valued at \$2,000 and personal estate valued at \$500. Bridget is shown married to Moses Blair with two young children. Their farm neighbors were a true melting pot from Germany, Scotland, England, southern and northern states.

The census also shows living nearby and working as hands for the Penn family were Patrick Cleary and wife Mary and Michael Cleary.

The History of McLean County, 1924 has the following information on James Murphy: *“At an early date Mr. Murphy came to this country, making the trip in a sailing vessel which required six weeks. He became a successful farmer and stockman of McLean County, and owned 160 acres of land. Mr. Murphy died in 1866, and his wife died in 1840.”*

1863 January 10

Sarah Murphy married Michael Cleary. They would buy land east of El Paso IL where they would prosper and have 12 children.

1863

Philip Murphy married Anne Kelly. They would own land in the Bentown area just south of his sister Mary and John Evans. They had 8 children. By the 1880s Philip had moved his family west to South Dakota and farmed. By 1900 the family had relocated to Silver Bow County, Montana.

1868

James Murphy died and was buried in daughter Sarah's family plot at St. Mary's Cemetery, El Paso IL.



*Birth dates of the Murphy children are debated within the family. For this paper ages are based on baptism dates.

Information in this paper was researched by Mary Stack, grt granddaughter of Sarah Murphy Cleary.

Much of the Murphy early years was from files of Patty Kelly who mother was raised around her grandmother Bridget Murphy Blair and wrote many things down.

THE END

Mary Stack 2018

JAMES MURPHY FAMILY RECORDS IN IRELAND

FALL 2011 FROM MYRA RING (descendant of Sarah Murphy and Michael Cleary):

This information was found by Myra Ring and presented to the Roots group in October 2011.

Marriage church record James Murphy - Sarah Tobin 17 Feb 1833
Dunkerrin Parish Tipperary Ireland Witness - Thos Tobin and MI Murphy

Church Baptism Record Phillip Murphy 21-Jun-1834
Dunkerrin Parish Tipperary Ireland Sponsor Florence Murphy and Ellen Tobin
Father James Murphy Mother Sarah Tobin

Bridget Murphy Date of Bap. 18-Jan-1839
Dunkerrin Parish/District Tipperary Ireland Address: Crimlin
Father James Murphy Mother Sarah Tobin Sponsor Thos Lahy and Biddy Lahy

Date of Bap/Birth 1Nov-1836 Mary Murphy
Address Crimlin Dunkerrin Tipperary Ireland
Father James Murphy Mother Sarah Tobin Sponsor Thomas Tobin and Mary Egan

Church Baptism Record Michael Murphy
Date of Bap. 01-Jan-1846
Address Cremlin Dunkerrin Parish/District Tipperary Ireland
Father James Murphy Mother Sarah Tobin Sponsor Patk Murphy and Anne Tobin

Church Baptism Record
James Murphy ?????????????? (unsure if this is our James Murphy)
Date of Baptism/Birth 03-Apr-1796 Nenagh Tipperry Ireland
Father John Murphy Mother Eliza Butler Sponsor John Meagher and James Keating

Note: There was nothing found for Sarah Tobin Murphy and the James Murphy above may not be the right James Murphy but the info I read said that many times they were not baptized when they were born but later in life when they could get to a church? Myra Ring

NOTE FROM JAMES DEAREY (descendant of Philip Murphy): "Crumlin" is located southeast of Moneygall, which must be at the base of the hill known as the Devil's Bit. Nenagh is a larger town due west of Moneygall. Moneygall was in the news recently as being the former home of one of Obama's ancestors.

NOTE FROM MARY STACK: Moneygall (Irish: *Muine Gall*, meaning "foreigners' thicket") is a small village on the Offaly/Tipperary border, in Ireland. Dunkerrin is a parish in the Roman Catholic Diocese of Killaloe. It is located in County Offaly, A descendant has a marriage certificate for James Murphy/Sarah Tobin which confirms the above and states they were married at St. Joseph's Church, Killaloe Diocese, Dunkerrin parish, Moneygall.

