SOUFFLENHEIM JOURNEY TO LE HAVRE

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Soufflenheim Genealogy Research and History
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The overland journey from Soufflenheim to Le Havre, the major port of departure for emigrants from Alsace to the United States and Canada in the first half of the 19th century.

By Michael J. Nuwer, September 2022. More writings by Michael Nuwer can be found at: https://sites.google.com/view/nuwerfamilyhistory/home

The Emigrants of Alsace, Theophile Schuler, 1861, Strasbourg Museum of Fine Arts

CONTENTS

Soufflenheim Journey to Le Havre 1

Journey to Le Havre 2
The Cassini Maps of France 3
Maps for the Journey 4
Map Symbols Referred to in the Text 12
A Narrative of the Route to Le Havre 13
Travel Distance and Time Between Major Places 16
Alternate Routes to Paris 27
The Southern Route 28
The Northern Route 32
Appendix 37
Appendix 1: Journey to Le Havre 37
Appendix 2: Cassini Maps 38
Additional References 41

JOURNEY TO LE HAVRE

Many of our Alsatian ancestors immigrated to North American in the years between 1828 and 1861. Historians have noted that, a great many of the German and Alsatian emigrants of this period, sold their house with its patch of land to raise the money for their journey. Land prices throughout southern Germany had increased due to decades of population growth, which presented an opportunity for the freeholder. As one historian explained:

> The price of land [in southern Germany] was disproportionately high to the income it produced. But the same high land prices which prevented the small farmer from acquiring enough land to feed his family made it possible for him to move it; he might be able to liquidate his inadequate holding at a price enabling him to cross the sea to America and buy a larger farm. … (Mack Walker, *Germany and the emigration, 1816-1885* (1964), Chapter 2)

The cost of moving from Alsace to North America, both the money cost and otherwise, was relatively high in the period between 1828 and 1861. Immigrants faced a break with their home, often a difficult journey, and an uncertain future. This may have been the most important single experience they faced.

The costs of immigration included more than the cost of the trans-Atlantic passage. They included the income that was forgone before an immigrant could earn a living in their new homeland as well as the degree of uncertainty they were prepared to accept. Subsistence farmers who immigrated to North America would have lost a full year's supply of food. If the immigrant left at the start of a season, the crop that would have fed their family in the upcoming year was never planted. If they left after a harvest, the food could not be carried with them to their new homes. Thus, money was needed to buy replacements, at least a year's worth of food.

The immigrant also faced a long journey once aboard the sailing ship. The average length of the Atlantic crossing was about forty-four days to New York, although some ships sailing from Liverpool arrived in thirty-five days. The occasional ship could arrive even quicker, or the voyage could run into calm wind conditions and be delayed for a number of weeks.

In the first half of the nineteenth century, most German and Alsatian immigrants left the continent of Europe from either Le Havre in France or Bremen in northwestern Germany. Both cities had a direct and growing trade with the United States. Bremen was the main European port for deliveries of tobacco arriving from Baltimore while Le Havre was the main port for raw cotton deliveries to the continent. During the early part of the nineteenth century the cultivation of cotton, and its export to Europe, grew tremendously in the United States. U.S. ships arrived at Le Havre carrying raw cotton that was used in the French cotton textile industry, which was located in the northwest around Lille and Rouen and in Alsace around Mulhouse and Colmar.

The owners of these vessels then sought revenue from the return trip to the United States. The empty ships at both Le Havre and Bremen were quite willing to carry a return cargo of German immigrants. Thus, the passengers filled empty space after a ship delivered its primary, non-human cargo.

Scheduled passenger service across the Atlantic Ocean was not available in those days. Therefore, upon reaching Le Havre, the immigrants often had to wait anywhere between one and six weeks for an available ship. Since the cotton trade from the United Stated originated in New York City or New Orleans, these were the two ports that received the most immigrants.

So, for the residents of Alsace who intended to immigrate, the first leg of their journey involved getting to Le Havre. The Port of Le Havre was about 430 miles from Strasbourg – it was roughly 310 miles to Paris and another 130 miles to Le Havre. Emigrants traveled by foot and cart (or, if sufficiently wealthy, stage lines) to the port city on the English Channel. A railroad from Strasbourg to Paris was completed in 1852, but the development of rail transportation for immigrants was not so rapid as might have been expected.

By stagecoach, it took five to six days to travel from Strasbourg to Paris and then another two or three days to Le Havre. For immigrants who moved their possessions in covered wagons, the journey to Le Havre took several weeks. Raw cotton arriving at Le Havre was transported overland by freight wagons to the factories in Haut-Rhin. Immigrants from Alsace and southern Germany would use the same transportation back to Le Havre.

Thus, in the 1830s and 1840s, and for many immigrants in the 1850s, the trip from Alsace to Le Havre took at least two weeks, and often much longer. Some details of this trip across France can be ascertained from historical maps that show the geography of the journey. These are known as the Cassini Maps of France.

THE CASSINI MAPS OF FRANCE

The Cassini Maps of France were created in the eighteenth century and were the first topographic maps of the Kingdom of France. Four generations of the Cassini family used geodesic triangulation to create

these maps. Between 1750 and 1790 the map makers divided France into 180 rectangles and set out to make a comprehensive map of the Kingdom.

The maps were a true historical innovation and represented a decisive technical advance. These were the first maps based on geodesic triangulation. The project began in the late seventeenth century. The first task was to lay out the Meridian of Paris, a line running the length of France from Dunkirk in the north to Perpignan in the south and taking into account the curvature of the Earth. It was determined by using geodesic triangulation and astronomical measurements. Jean-Dominique Cassini began work on the Meridian in 1683 and his son, Jacques Cassini, completed it in 1718.

Two additional lines parallel to the Paris Meridian were also created. One was to the west towards Nantes, the other to the east, towards Lyon. Next, seven lines perpendicular to the meridian were established. Two lines north of Paris and four lines south of Paris. The seventh perpendicular passed through Paris and extended from Brest on the Brittany peninsula to Strasbourg on the Rhine River.

Triangulation of the perpendiculars began with the Brest-Paris-Strasbourg line in 1733. By 1744 the perpendiculars were complete. Linking the large areas of land between the perpendiculars to the main grid was the next step. These large spaces were triangulated by teams of engineers who had participated in the earlier surveys. The geodesic grid of France was finally completed in 1783 by Cesar-Francois Cassini, the grandson of Jean-Dominique Cassini.

Detailed maps of France were built from the geodesic grid. Beginning in the 1750s, trained engineers were sent throughout France to survey the land. These engineers were equipped with measuring instruments that had the resolution of one minute of a degree. They obeyed the strict rules of triangulation: observe the three angles of the triangles, form verification triangles, and perform 360-degree horizon scans. Elements of the landscape that were measured included towns, villages, castles, churches, chapels, and hamlets. Rivers, marshes, forests, and all the main roads were also surveyed.

From these surveys, 180 individual maps were created. Each sheet represented an area 78 × 49 kilometers (about 48.5 × 30.5 miles). The maps were engraved in copper, printed in black and white, and water colored by hand. It is generally agreed that these maps are among the most significant achievements of the European Enlightenment. The level of precision of the road network, for example, is such that, when superimposed with today's satellite photos, the maps display a spectacular correspondence.

Thus, a journey along these maps can trace the path our ancestors took from their homes in Alsace to the Port of Le Havre. The pages below attempt to provide a guided tour on the Cassini maps of that journey.

MAPS FOR THE JOURNEY

To trace the route from Alsace to Le Havre I consulted 12 Cassini maps. These documents are available at two different websites. The first set of maps is hosted at the Library of Congress. They were surveyed and published in various years between 1755 and 1768. The individual maps were hand colored on uncut sheets of heavy paper. Internet links to the "LOC" maps are provided in the narrative. Reference details are given in Appendix 2.

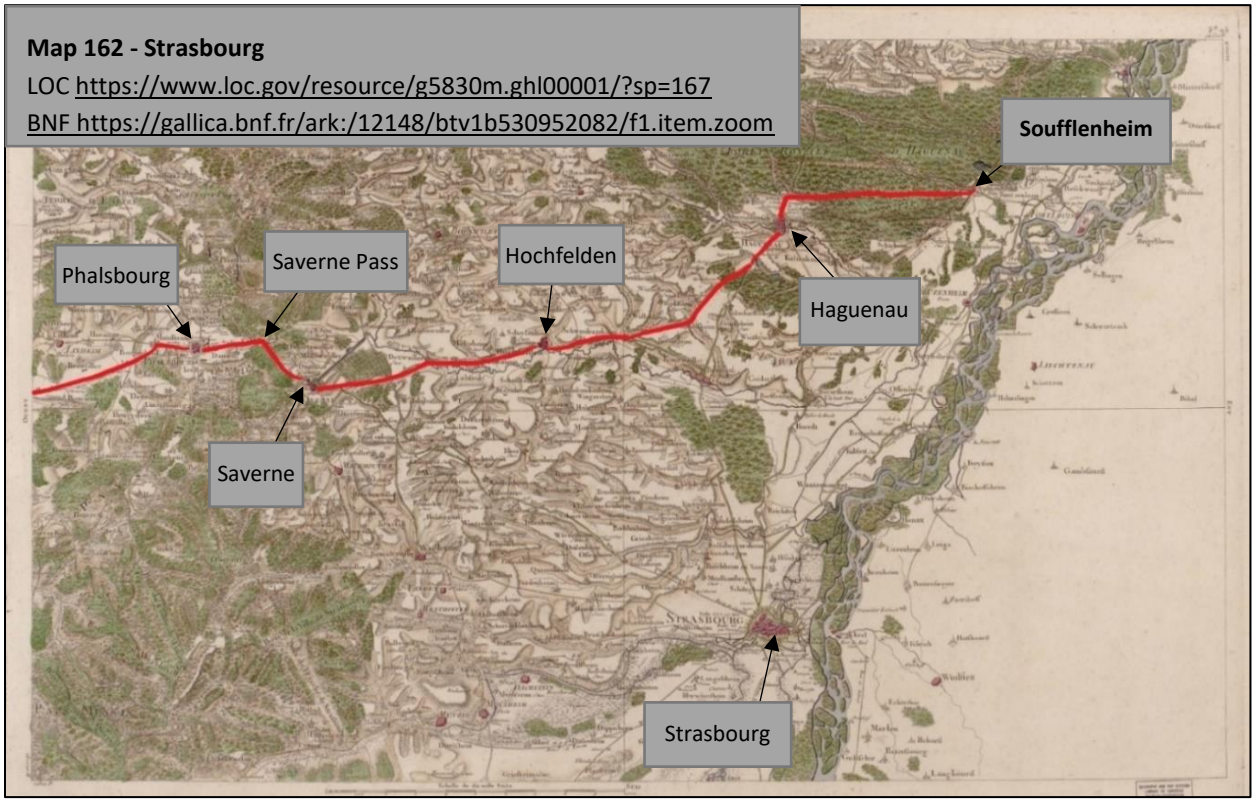
A second sets of Cassini maps is available from the National Library of France (*Bibliothèque nationale de France*). This map-set was made from the same surveys as the Library of Congress maps. However, they were colored somewhat differently and mounted differently. Each map in this collection was cut into 21 rectangles and glued on a canvas of jute so that it could be easily folded and transported. Internet links to the "BNF" maps are provided in the narrative and reference details are in Appendix 2.

A third set of Cassini maps were published in 1815. These are known as the New Edition (*Nouvelle édition*). They included updates and new information which was not on the original eighteenth century map sets (like roads that were built after the 1750s). These maps are black and white with no coloring. They are located at the National Library of France website. Links to the specific maps are provided in Appendix 2. The resolution of this map-set is not as high as the two eighteen century sets, and so they do not zoom as clearly. Nevertheless, they are very useful given that they were published within a few decades of the mass emigration period (1821-1861). Unfortunately, this map set is incomplete. There are two sheets I have not been able to locate.

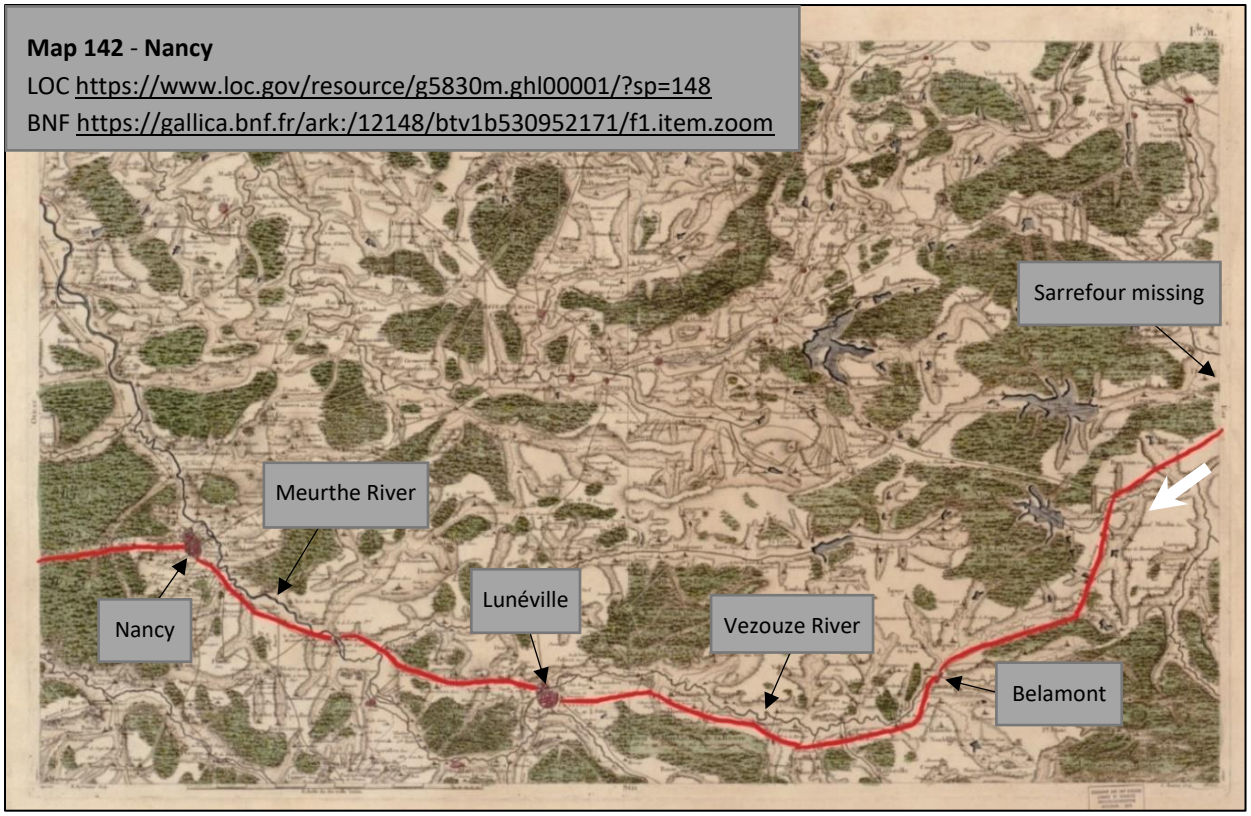
Digital copies of the Library of Congress maps were edited to trace the route our ancestors took from Alsace to Le Havre. A red line was used to mark the roads traveled and labels were added to show major places, rivers, and the like. These maps are reproduced on the next few pages so that the reader may have an overview of the route to Le Havre. In the pages following the maps, a narrative of the route is presented.

The edited maps do not zoom as well as the original maps, and the reader cannot see the amazing detail of the Cassini maps using the copies presented here. Thus, web links to the online versions of the maps are also provided and readers are encouraged to explore the originals.

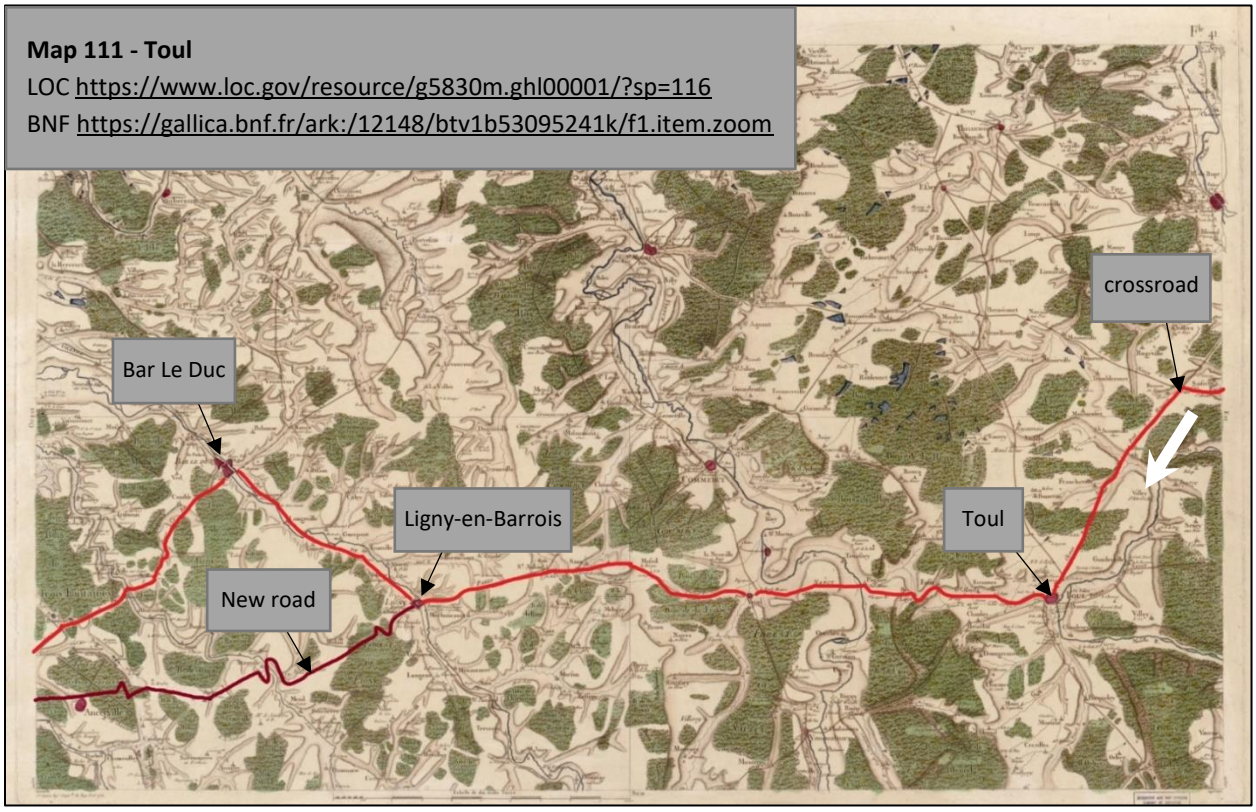
Map 162 - Strasbourg
LOC https://www.loc.gov/resource/g5830m.ghl00001/?sp=167
BNF https://gallica.bnf.fr/ark:/12148/btv1b530952082/f1.item.zoom

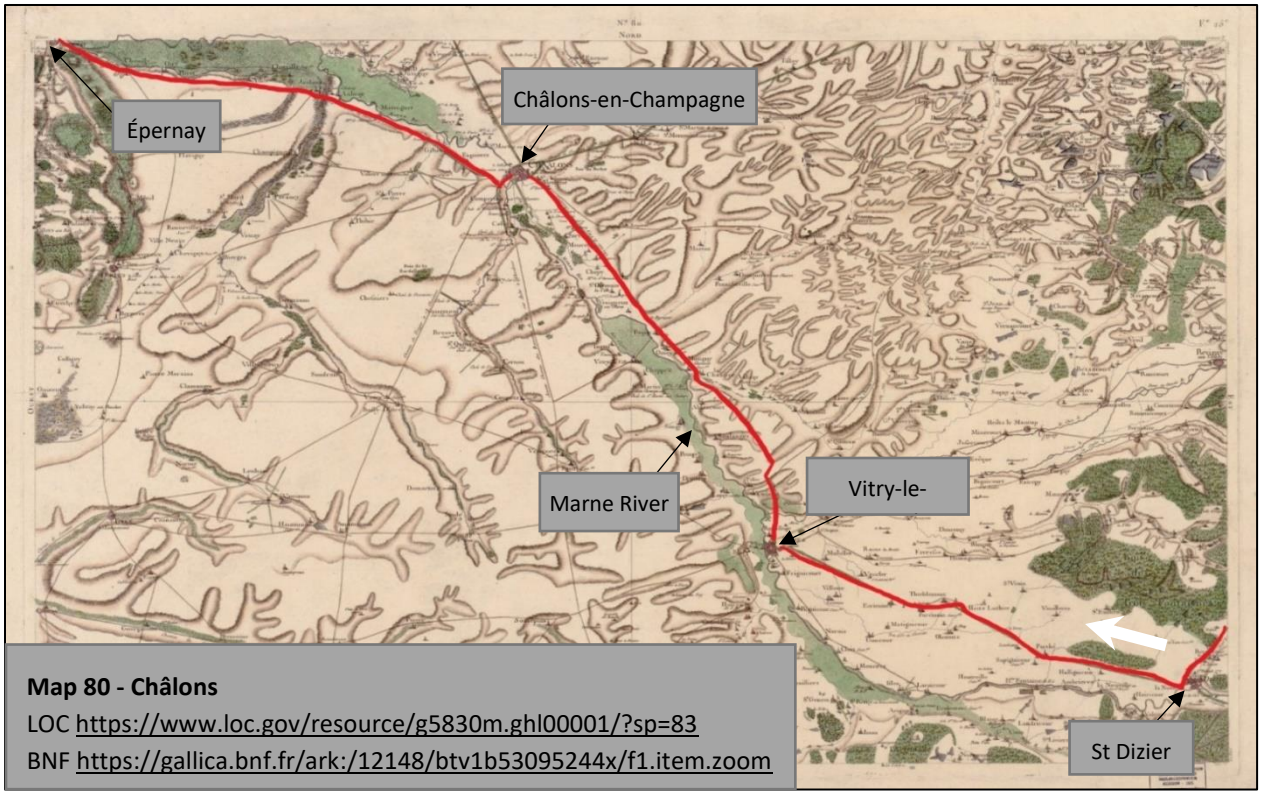


Map 142 - Nancy
LOC https://www.loc.gov/resource/g5830m.ghl00001/?sp=148
BNF https://gallica.bnf.fr/ark:/12148/btv1b530952171/f1.item.zoom



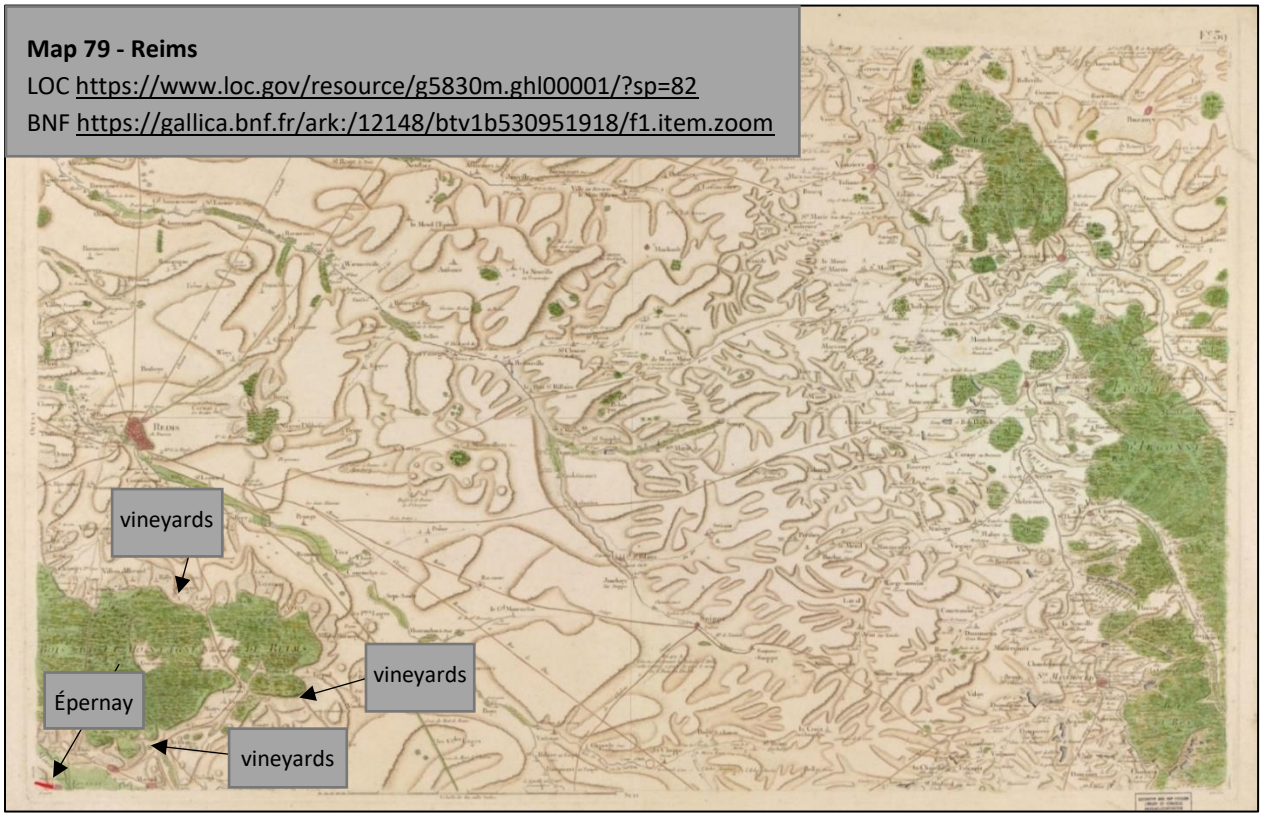
Map 111 - Toul
LOC https://www.loc.gov/resource/g5830m.ghl00001/?sp=116
BNF https://gallica.bnf.fr/ark:/12148/btv1b53095241k/f1.item.zoom



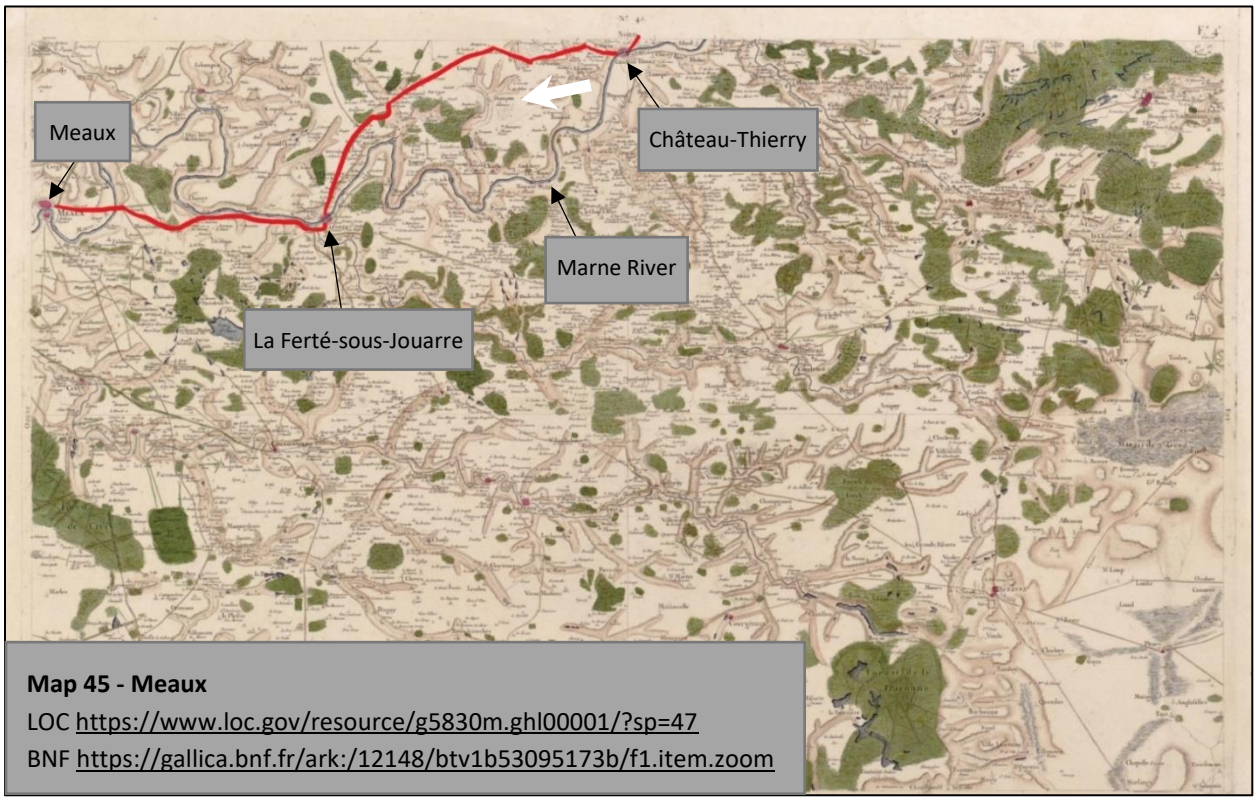


Map 80 - Châlons
LOC https://www.loc.gov/resource/g5830m.ghl00001/?sp=83
BNF https://gallica.bnf.fr/ark:/12148/btv1b53095244x/f1.item.zoom

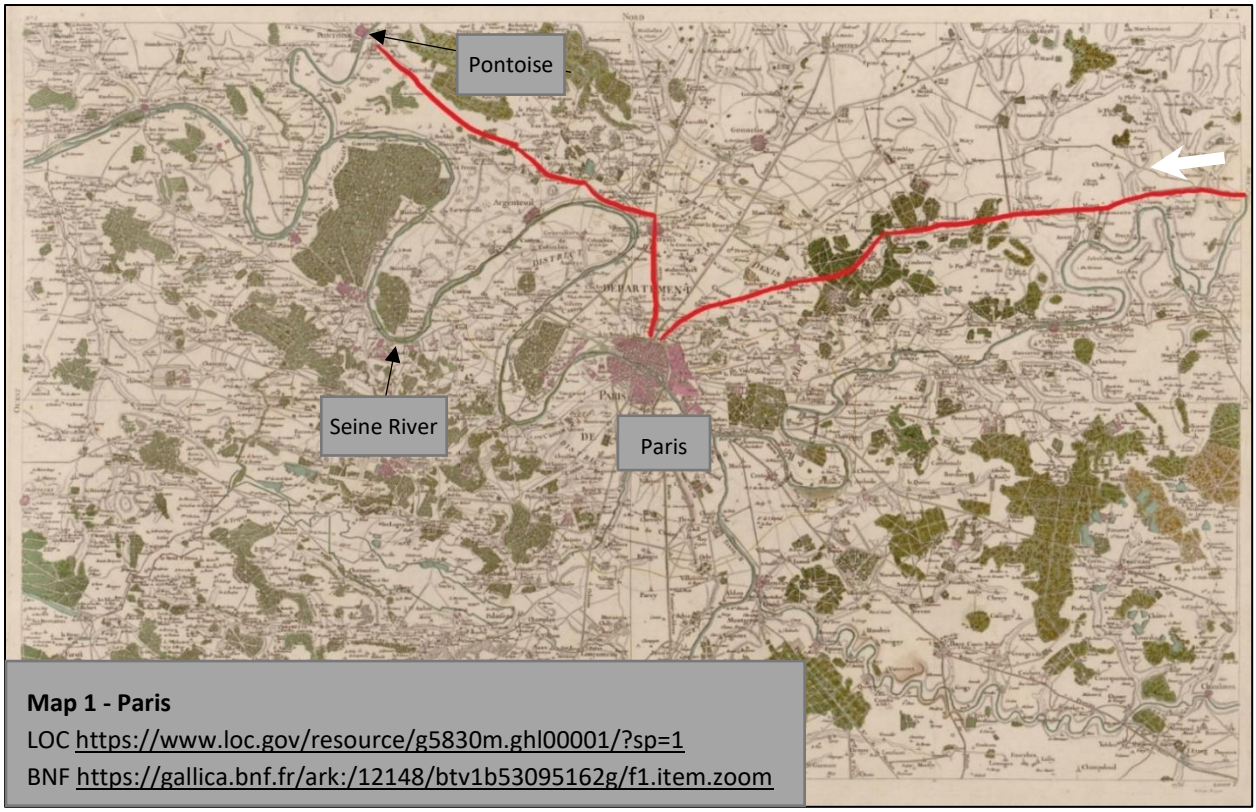
Map 79 - Reims
LOC https://www.loc.gov/resource/g5830m.ghl00001/?sp=82
BNF https://gallica.bnf.fr/ark:/12148/btv1b530951918/f1.item.zoom



Map 44 - Soissons
LOC https://www.loc.gov/resource/g5830m.ghl00001/?sp=46
BNF https://gallica.bnf.fr/ark:/12148/btv1b530951505/f1.item.zoom

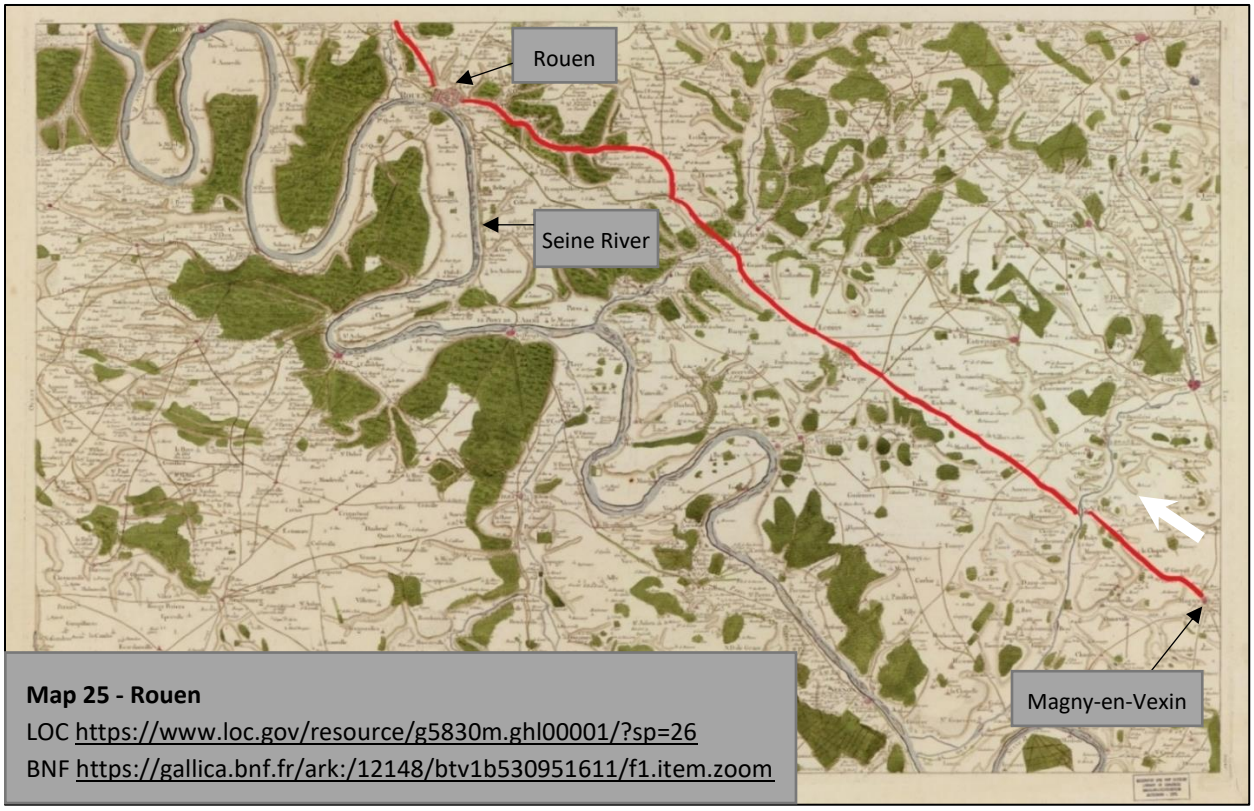


Map 45 - Meaux
LOC https://www.loc.gov/resource/g5830m.ghl00001/?sp=47
BNF https://gallica.bnf.fr/ark:/12148/btv1b53095173b/f1.item.zoom



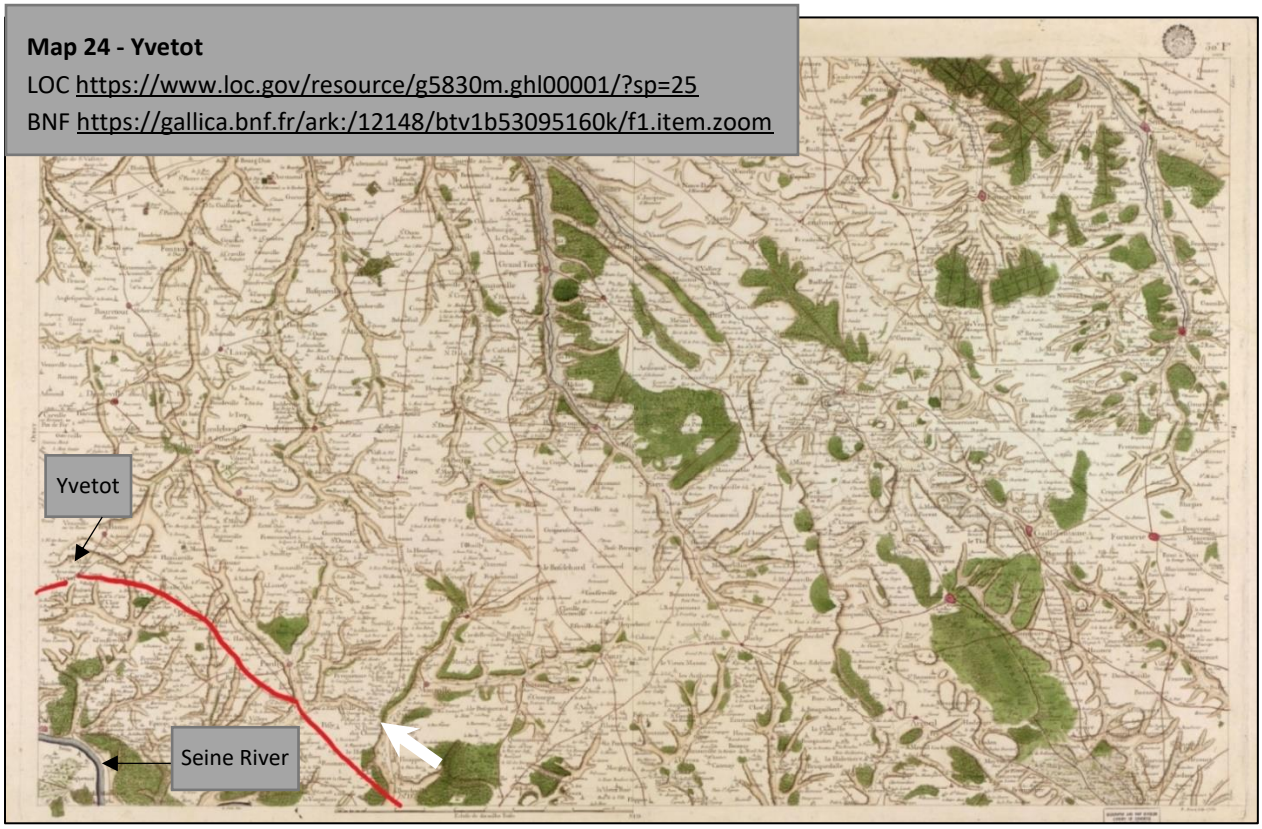
Map 1 - Paris
LOC https://www.loc.gov/resource/g5830m.ghl00001/?sp=1
BNF https://gallica.bnf.fr/ark:/12148/btv1b53095162g/f1.item.zoom

Map 2 - Beauvais
LOC https://www.loc.gov/resource/g5830m.ghl00001/?sp=2
BNF https://gallica.bnf.fr/ark:/12148/btv1b53095162g/f1.item.zoom

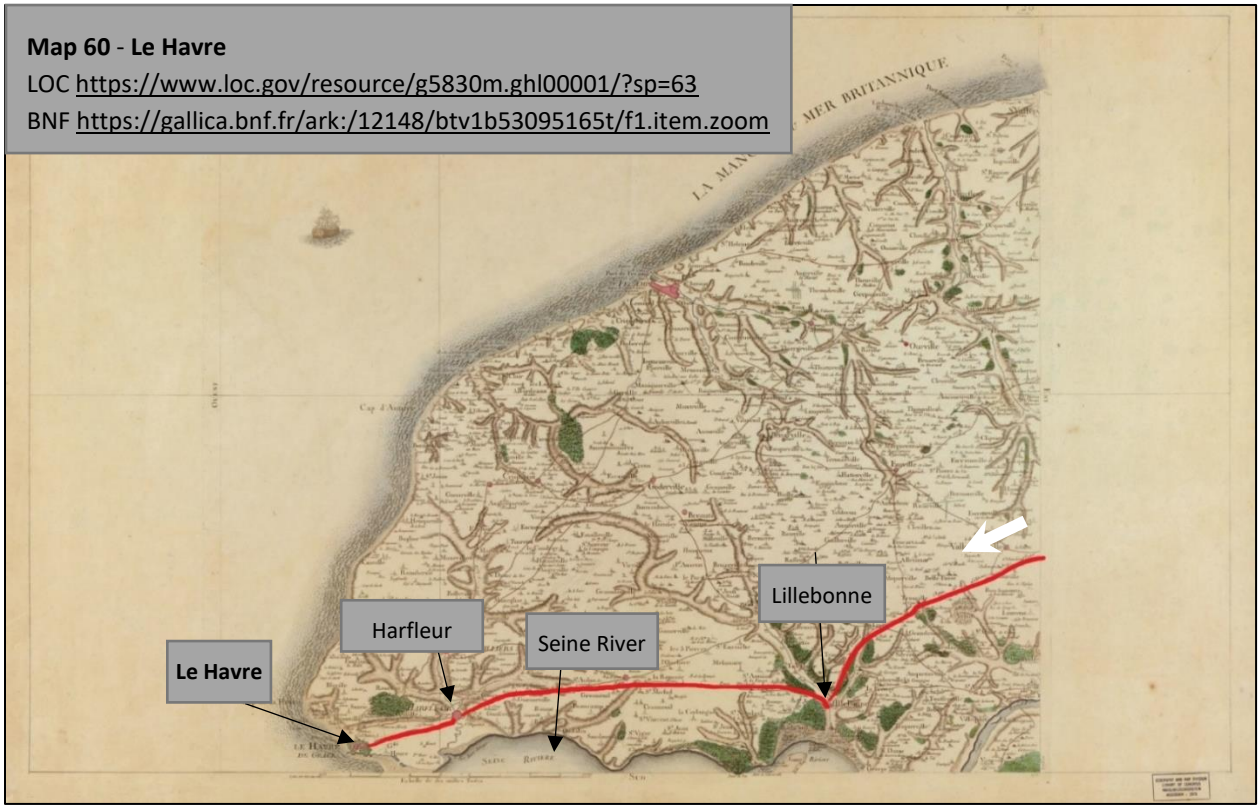


Map 25 - Rouen
LOC https://www.loc.gov/resource/g5830m.ghl00001/?sp=26
BNF https://gallica.bnf.fr/ark:/12148/btv1b530951611/f1.item.zoom

Map 24 - Yvetot
LOC https://www.loc.gov/resource/g5830m.ghl00001/?sp=25
BNF https://gallica.bnf.fr/ark:/12148/btv1b53095160k/f1.item.zoom



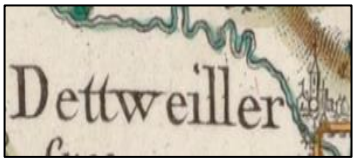
Map 60 - Le Havre
LOC https://www.loc.gov/resource/g5830m.ghl00001/?sp=63
BNF https://gallica.bnf.fr/ark:/12148/btv1b53095165t/f1.item.zoom



MAP SYMBOLS REFERRED TO IN THE TEXT

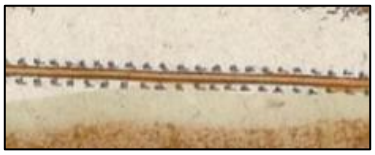
City (*Ville*)
Name written in capital letters

Town (*Bourg*)
Name written in large roman letter



Village
Name written in normal roman letters

Paved walkway or road without trees

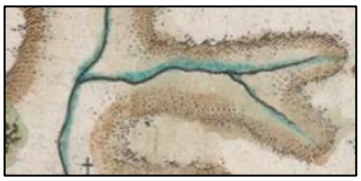


Paved tree-lined walkway or road

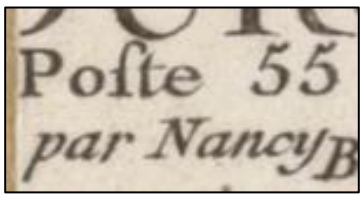
Dirt walkway or road

Woods or forest

River



Valley with river or stream



Number of posts (*Pofte*) from Paris by way of Nancy

Grape vines

Swamp or marsh

Many more symbols used on the Cassini maps are described at the following links. These legends are in French and may require translation to English or another language.

- http://cassini.ehess.fr/fr/html/4_pop_1.htm
- http://www.stephanebonneel.com/images/Photos%20grand%20format/CASSINI2.jpg
- http://www.cgbrie.org/pages/dossiers/legendes-des-cartes-de-cassini.html

Google translator, French to English

- https://translate.google.com/?sl=fr&tl=en&op=translate

A NARRATIVE OF THE ROUTE TO LE HAVRE

My ancestors left Alsace from Detwiller (1832), Hermerswiller (1840), Soufflenheim (1843 & 1844), Kutzenhausen (1846), Roeschwoog (1847), and Dörrenbach (1847). All left the European continent onboard sailing ships that departed from the Port of Le Havre.

Gustave Brion, Paysans des Vosges fuyant l'invasion de 1814
(Peasants of the Vosges fleeing the invasion of 1814)

Gustave Brion's 1867 painting depicts Alsatian peasants leaving their homes when military forces of the Sixth Coalition invaded France. The tide of the Napoleonic Wars turned after a disastrous French invasion of Russia in 1812, resulting in the loss of much of Napoleon's army. In October the following year, Coalition armies from Austria, Prussia, Sweden, and Russia decisively defeated a reconstituted Grand Army of the French. The Coalition drove Napoleon out of Germany and invaded France in 1814. The remaining French army was defeated, Paris was occupied, and Napoleon was forced to abdicate on 11 April 1814. The peasants in Gustave Brion's painting were fleeing this invasion, but I imagine a similar scene, well after Napoleon's exile, when entire families of Alsatian emigrants left their homes and traveled to Le Havre.

My paternal ancestor, John Nuwer, traveled from Soufflenheim to Le Havre in the summer of 1843. He was 24 years old and traveled with his new wife, Catherine Kieffer, who was the same age. They traveled with Jean Kieffer (John Nuwer's father-in-law), who was 59 years old and his second wife Barbara Voegele, who was also 59. Also in the group was Jean's son, Laurent Kieffer (aged 32), Laurent's wife, Catherine Schmuck and a second son, Alexander Kieffer, who was 28 years old. Jean Kieffer's niece by marriage, Therese Messner (age 17) and Barbara Voegele's nephew, Alois Thomas (age 16) made the journey to America as well. Thus, a group of nine travelers, seven adults and two teenagers made the journey to Le Havre.

Jean Kieffer's youngest son, John Kieffer (aged 20), had already left Soufflenheim for America in the spring of 1843. The genealogist Brian Smith has identified 38 residents from Soufflenheim, including John Kieffer, who journeyed together to Le Havre and boarded the *Catherine* to sail to New York City.

Traveling as a family or with a larger group was common for emigrants from Alsace. John Nuwer's parents and siblings, a family group of four, made the journey in 1844. The Andrew Nichter family, a group of seven, traveled together with the John Brunck family, another a group of seven, from Dörrenbach in 1847. From Soufflenheim in the same year, three families traveled together. The Voegele family of nine, the Halter family of seven and the Zinger family of eleven individuals.

The following pages describe the journey of emigrants from their homes in Alsace to the Port of Le Havre on the Normandy coast. Members of my family with the "Nuwer" surname originated at Soufflenheim and so I used that town as the starting point for the journey. But all who left Alsace did so through the Saverne Pass, regardless of their town of origin.

Readers can follow this journey as an interactive exploration by using the internet links in the subsequent pages. The links will take you to the appropriate Cassini maps. The first link, labeled "Route," is a digital image of the map with the route marked in red—the same image as presented above. This link is followed by two links to the original maps. The first is to the Library of Congress's collection (LOC) and the second is to the collection at the National Library of France (BNF). These are slightly different versions of the same maps. They are water colored differently, mounted differently, and in some cases, errors were corrected on one or the other. The reader should decide for themself which version is preferred.

Map 162-Strasbourg
Route: https://drive.google.com/file/d/1L-PLcKxI4RvHrUvknBGwHyxN3CFwvnmn
LOC (image 167): https://www.loc.gov/resource/g5830m.ghl00001/?sp=167
BNF: https://gallica.bnf.fr/ark:/12148/btv1b530952082/f1.item.zoom

To leave Alsace, all travelers had to cross the Vosges Mountains. The Saverne Pass (*Col de Saverne*) was the lowest and shortest natural passage through the Vosges and funneled travelers from Alsace to the rest of France. This pass was near the town of Saverne. On the Cassini map (no. 162), "Route de Paris" was written on the road through the pass, and it was through this pass that raw cotton was transported on wagons into Alsace and onto Colmar and Mulhouse. So, everyone who traveled to Le Havre, went to the town of Saverne on the east slope of the Vosges Mountains and then through the pass to Phalsbourg.

On map 162 of the Cassini collection the route from Soufflenheim to Haguenau then to Hochfelden and on to Saverne is plotted. The distance between Soufflenheim and Haguenau was 14 kilometers (9 miles) which took about 3 hours to walk. Haguenau to Hochfelden was another 20 kilometers (12 miles), which

was a 4 hour walk. The distance between Strasbourg and Hochfelden was a bit shorter, 30 kilometers (19 miles) which could be walked in 6.5 hours. Thus, there was almost no difference in terms of distance for our ancestors who began their journey to Le Havre at Soufflenheim or at Strasbourg.

However, many immigrants during this time period originated from places north of Soufflenheim. Following the Napoleonic Wars, the northern boundary of France and thus of Alsace was set at Wissembourg and many of the emigrants were from the surrounding district. Wissembourg is on map number 161. From Wissembourg, crossing the Vosges mountains to the west or to the north was no easy task. So, emigrants originating in the north (and those living in the German territories beyond) still used the Saverne Pass to leave Alsace. The distance between Wissembourg and Hochfelden via Haguenau was 50 kilometers (31 miles), which was a walk that took 10.5 hours. Lauterbourg to Hochfelden was 58 kilometers, a 12 hour walk. Thus, emigrants coming from the very north of Alsace added at least an extra day to the length of their journey to Le Havre, while those coming from the German territories on the left bank of the Rhine added even more days.

Some emigrants purchased space on the freight wagons that hauled cotton and were returning to Le Havre. The wagon driver may have then acted as their guide. Perhaps the driver helped the Alsatians communicate in French along the way. There are many details of the journey that remain unclear.

According to the Cassini map (no. 162), the road from Haguenau to Saverne was a paved path lined with trees. The two parallel lines represent the road. A shaded road on the maps represented a paved path while an unshaded road represented dirt. The dots along the road represented the trees.

The iconic French road lined with evenly spaced trees dates to at least the mid eighteenth century. Under the reign of Louis XIV (1643-1715), France was taking steps to becoming what we know today as a unified nation state, and it was known then that a good road system was needed to facilitate economic, administrative, and military activities within national boundaries.

During the reign of Louis XV (1715-1774), France embarked on an extensive road building campaign. The main roads were widened to at least 39 feet, and many to 63 feet. Furthermore, engineers replaced the old winding roads with straight lines to reduce travel time and make them easier to maintain. Roadbeds were finished with gravel, sand, or earth. On the main roads, ditches were dug along both sides to ensure good drainage and prevent them from becoming waterlogged and boggy. Finally, along many roads a row of evenly spaced trees were planted on both sides. The trees would provide shade to travelers on their journey. The Cassini maps identify and differentiate the roads that were paved from those that were unpaved. (Source: “Tree lined Roads in France,” https://poitoucharentesinphotos.wordpress.com/2013/07/28/tree-lined-roads-in-france/)

By the 1750s, France (or at least northwestern France) had the most modern and extensive road network in the world. There was regular stagecoach service on all the main roads to and from Paris, even as far as Toulouse, Lyon, and Marseille in southern France. With improvements in the roads and in the suspension of the coaches, travel time improved dramatically between 1750 and 1780. In the former year it took a coach at least 11 days to get from Paris to Strasbourg, but in the latter year it took only 5 days.

At Saverne, the Cassini map states “Pofte 51 par Nancy.” This means that Saverne was 51 posts from the city of Paris by way of Nancy. Strasbourg was 55 posts from Paris by way of Nancy and $55^1/_2$ by way of Mentz. The Cassini maps identified the number of posts from Paris for every city. A city (*ville*) was identified on the maps with its name written in capital letters. By contrast, the names of towns (*bourg*) were written in large roman letters. The distance between each post was not an exact measurement, but they were roughly 9 to 10 kilometers (5.5-6 miles) apart.

Leaving Saverne, the road was paved but there were no trees lining it. That road entered a forested patch as it proceeded up the mountain pass. When the traveler exited the forest, they could see the town of Phalsbourg and they had entered Lorraine.

TRAVEL DISTANCE AND TIME BETWEEN MAJOR PLACES

Place	To	Kilometers	Hours Walking	Posts to Paris
Soufflenheim	Haguenau	14	3	
Haguenau	Saverne	35	7.5	
Saverne	Phalsbourg	10	2	51
Phalsbourg	Sarrebourg	20	4	$49^1/_2$
Sarrebourg	Lunéville	55	11	$47^1/_2$
Lunéville	Nancy	28	6	$41^1/_2$
Nancy	Toul	24	5	$38^1/_2$
Toul	Ligny-en-Barrois	46	9.5	36
Ligny-en-Barrois	St Dizier	31	6.5	$31^1/_2$
St Dizier	Vitry-le-François	30	6.5	27
Vitry-le-François	Châlons-en-Champagne	32	6.5	24
Châlons-en-Champagne	Épernay	32	6.5	20
Épernay	Dormans	24	5	16
Dormans	Château-Thierry	23	4.5	13
Château-Thierry	La Ferté-sous-Jouarre	27	5.5	10
La Ferté-sous-Jouarre	Meaux	18	4	
Meaux	outskirts of Paris	41	8.5	5
Paris	Pontoise	27	6	
Pontoise	Magny-en-Vexin	28	6	$3^1/_2$
Magny-en-Vexin	Rouen	63	13	
Rouen	Yvetot	36	7.5	14
Yvetot	Lillebonne	21	4.5	
Lillebonne	Le Havre	32	7	$23^1/_2$

Travel distances and times were computed from Google Maps. Directions between places were computed in kilometers and walking was selected as the mode of travel. Google assumes a person walks three miles per hour. Routes are slightly different today, but, for purposes used here, do not appear to have changed significantly.

Link to the map: https://www.google.com/maps/d/edit?mid=1gJFdmPGc6poE3Ql0l-RNrVLTkN0Oa4Y

Phalsbourg lies high on the west slopes of the Vosges Mountains. It was 42 kilometers (26 miles) from Strasbourg, 103 kilometers (64 miles) from Nancy, and 440 kilometers (273 miles) from Paris. The Cassini map tells us that Phalsbourg was $49^1/_2$ posts from Paris. At Phalsbourg the traveler entered the historical and cultural region of Lorraine. Geographically, most of the historical province sits on a highland plateau, the Lorraine Plateau. It is bounded on the east by the Vosges Mountains and on the west by the plains of Champagne. The emigrant traveler must cross this plateau from east to west.

The Lorraine Plateau is composed of arched “cuesta” ridges that extend in a north-south direction. Geologists describe a cuesta as an asymmetric hill or ridge with a gentle slope on one side and a steep slope on the other. These hills and ridges were divided by clay and sandy depressions which were drained by rivers of the Meuse (or Maas), Moselle, and Rhine basins. Thus, much of Lorraine was forested and hilly, with beech and oak groves found on the ridges. The route to Paris avoided the ridges and traversed the basins.

Map 142 - Nancy
Route: https://drive.google.com/file/d/1Tk8hq1Jjvm4NlJ-zhDGOtgWMo-HPbBl4
LOC (image 148): https://www.loc.gov/resource/g5830m.ghl00001/?sp=148
BNF: https://gallica.bnf.fr/ark:/12148/btv1b530952171/f1.item.zoom

After leaving the town of Phalsbourg, the Saar River valley was the first to be traversed. (The French name is Sarre Valley.) Sarrebourg was at the southern end of the valley, at the headwaters of the Saar River. The town was halfway between Strasbourg and Nancy. In 1841, the population of Sarrebourg was about 2,300, which was somewhat smaller than the population of Soufflenheim (about 2,900).

Note that there is an error with map 142 hosted by the Library of Congress (LOC, image 148). Sarrebourg is missing altogether from that copy of the map. The image hosted at the National Library of France (BNF) has corrected that error. Thus, on the BNF map one can clearly see one of Lorraine’s forested ridges just north of Sarrebourg (the green shaded area) and streambeds both to the north and to the south of the ridge. The road stayed in the valleys and proceeded southwesterly to Belamont.

Also note that upon entering Lorraine, trees no longer lined the road. The eighteenth-century maps depict the road to Paris through the entire length of Lorraine without lined trees. However, between the 1750s and 1815 trees were planted along these roads. The 1815 versions of the Cassini maps show tree-lined roads all the way to the western boundary of Lorraine.

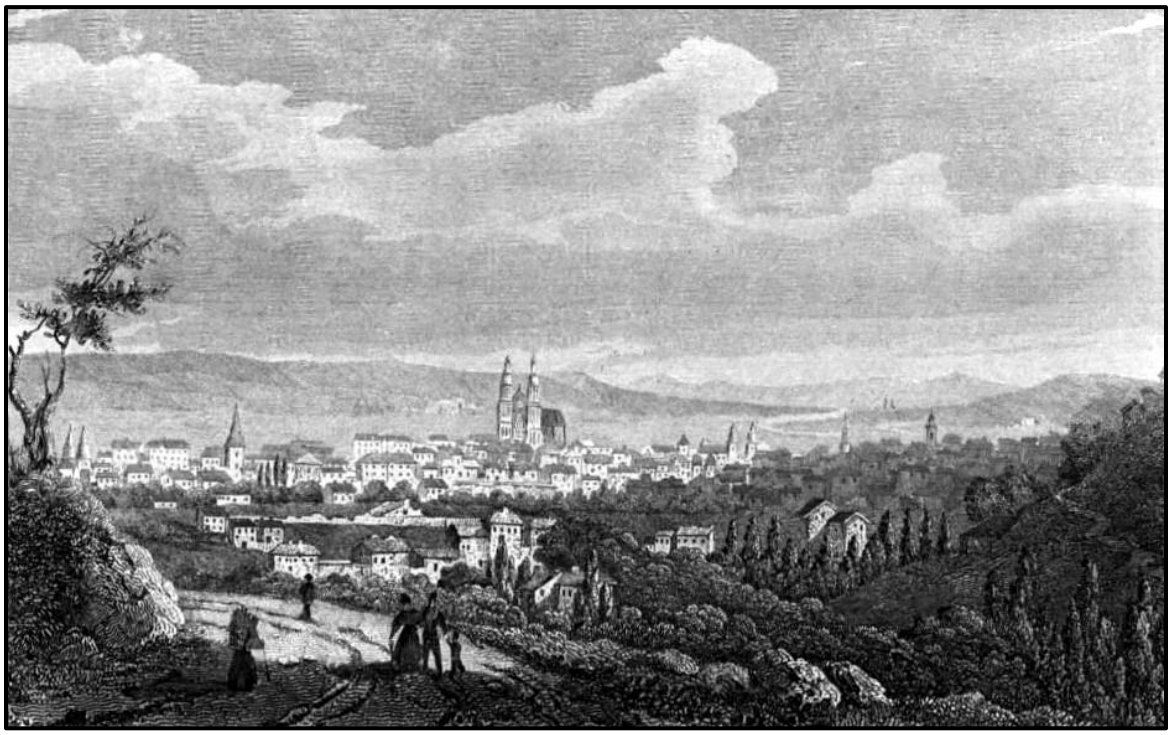
At Belamont, the road to Paris crossed the Vezouze River and continued to Lunéville. Lunéville was 92 kilometers (57 miles) west of Strasbourg. It was a large city with a population of about 12,300 in 1841. This was a bit larger than Haguenau which had a population of 10,300 in the same year. Lunéville was renowned for its royal earthenware factory. The factory was founded around 1730 and produced prestigious Lorraine earthenware for the Royal family.

Although Paris was still 365 kilometers (227 miles) to the west, Nancy was only 28 kilometers (17 miles) up the road. At Lunéville the Vezouze River converged with the Meurthe River and at St Nicolas the road to Paris follows the Meurthe River to the city of Nancy.

Nancy, which was $38^{1}/_{2}$ posts from Paris, had a population of almost 36,000 in 1841. It was one of the largest cities on the journey to Le Havre. Only Paris and Rouen were larger. Strasbourg was almost twice the size with a population of just over 70,000, thus Nancy was the largest place between Strasbourg and Paris. Nancy was the capital of the Duchy of Lorraine until its annexation to France in 1766. The city then became the provincial capital of Lorraine. Nancy was also made the seat of a bishopric in 1778.

It is unclear where our ancestors obtained the food they consumed along the way. They may have carried food with them and prepared meals at the roadside. But there were no ready-made meals in those days. Before 1860 our ancestors would have needed basic ingredients to prepare their meals—flour, potatoes, eggs, salted meat, carrots, cabbages, and the like. Perhaps a small barrel of sauerkraut was on their wagon. However, preparing meals from basic ingredients was time consuming, and making bread, which

was the staple of every meal, would have been a great challenge on the roadside. So, maybe meals were purchased from innkeepers along the way.



Nancy, Lorraine 1838

Similarly, it is not clear where the emigrants spent the night. Did they stay at establishments in the major towns or somewhere else? We can say with a high degree of certainty that they did not stay at the hotels. Those establishments were for the wealthy and too expensive for the lower middle-class emigrants. There were, however, coach inns all the way to the port. The route was, after all, the main road to Paris, (both Strasbourg to Paris and Le Havre to Paris) which made it a well-traveled route with services for travelers of all classes. The historian Andre Corvisier provides the following description of temporary housing conditions at Le Havre in 1840.

> The accommodation of emigrants awaiting departure is a serious problem. The less fortunate sleep in the street, on the floor, or up makeshift tents on the banks of the streets and sidewalks of St. Francis and Notre Dame [two neighborhoods in the city]. … Those who have two francs a day, can find accommodation among innkeepers of St. Francis and Our Lady, who specialize in taking care of immigrants.

Conditions along the main road to Paris may have been similar with some travelers accommodated by innkeepers in the cities and towns, while others spent the night in tents along the road.

Map 111 - Toul
Route: https://drive.google.com/file/d/1Pm00FEG6FAbIiBm4XznB4Mm4VX9NGkKK
LOC (image 116): https://www.loc.gov/resource/g5830m.ghl00001/?sp=116
BNF: https://gallica.bnf.fr/ark:/12148/btv1b53095241k/f1.item.zoom

From Nancy, the road to Paris turned west and entered a forested region (*Bois de Hayes*). On the other side of this forest was a crossroad and the road to Toul. The distance between Nancy and Toul was about 24 kilometers (15 miles). The town, with a population of 7,000 in 1841, was located on the left bank of the Moselle River. Toul boasted a beautiful stone bridge. After the Duchy of Lorraine became part of France in 1766, the Bishopric of Toul was transferred to Nancy, and Toul declined as a major center.

From Toul the road to Paris ran west to Ligny-en-Barrois, which was on the Ornain River. This stretch of the journey was difficult as the road twisted and turned while crossing many rivers and streams.

The next leg of the route was a bit less clear. The Cassini map (no. 111) shows the road from Ligny-en-Barrois turning northerly to Bar Le Duc, a city larger than Haguenau with 12,500 residents in 1841, and then turning southernly to St Dizier. However, the Cassini map was published in 1759 and in the decade after 1766 the main road from Paris to Nancy was modified. A direct path was built between St Dizier and Ligny-en-Barrois which thereby bypassed Bar Le Duc. The new road was shown on the 1815 new edition map (no. 111). This new road shortened the walk from Ligny-en-Barrois to St Dizier by 2 hours. It was probably the route our ancestors used, but there were two significant hills they needed to ascend.

Map 80 - Châlons
Route: https://drive.google.com/file/d/1oCBpvt2wBLLSfT8yoSB-GO7EpHxsOPzE
LOC (image 83): https://www.loc.gov/resource/g5830m.ghl00001/?sp=83
BNF: https://gallica.bnf.fr/ark:/12148/btv1b53095244x/f1.item.zoom

Whichever route our ancestors followed, the next place on their journey was St Dizier, a town of 5,700 residents in 1841. St Dizier was approximately halfway between Paris and Strasbourg, 27 posts from Paris and 28 posts from Strasbourg. At St Dizier, our ancestors had left Lorraine and entered the historical and cultural French province of Champagne. Champagne consisted mostly of flat plains interrupted by low hills and by the valley of the Marne River. The Marne was one of the longest river in France and the main tributary of the Seine.

At the beginning of the nineteenth century, the economic life of St Dizier was marked by viticulture (i.e., the production of grapes). The town was also a very old and important center of French metallurgy. From St Dizier, the emigrant's route followed the Marne River in a northwesterly arc across Champagne and all the way to Paris.

Vitry-le-François was 30 kilometers (18.5 miles) northwest of St Dizier. This town of 7,700 residents in 1841 was about 140 kilometers (87 miles) from Nancy and 227 kilometers (141 miles) from Paris. Vitry-le-François was a flat region which was covered with field crops, meadows, ponds, and poplar groves.

The geographical location of Vitry-le-François made it a place of passage for armies since the Middle Ages, thus this town was built in 1545 as a fortress. It was surrounded by walls and ramparts with eight bastions. It also had a citadel and ditches with running water from the river. These fortifications were completed in 1624. The Cassini map (no. 80) clearly shows the orthogonal plan inside the fortress walls and the ramparts surrounding the town.

Châlons-en-Champagne was 32 kilometers (20 miles) up the road from Vitry-le-François. The town was located on the Marne River. This was the largest town in Campagne that our ancestors would visit. The population was 14,100 in 1841. From 1615 to 1789 the intendants of Champagne sat in Châlons. An intendant was the King's local representative in a district. In the centuries before the Revolution, wool and leather were produced in this area. Wood, grain, wine, and sheep were carted from Châlons as far as Paris to supply the city's needs.

Goods that were carted from Châlons-en-Champagne to Paris in the eighteenth century were hauled primarily by two-wheeled carts. It is not clear whether our emigrant ancestors relied on two-wheeled carts or four-wheeled freight wagons to haul their belongs. Contemporary images of emigrants at the Le Havre docks suggest that many families traveled with a few chests or trunks holding their belongings. My case study of the Jacob Demmerle family found that this family of nine left Le Havre in June 1833 with "four chests and one illegal cast of wine."

Châlons-en-Champagne, 1838

While Gustave Brion's painting (reproduced above) suggests that carts were used to move these belongings, both carts and wagons were in use well before the eighteenth century. Carts, however, were often preferred. The main problem with wagons was their turning radius. When turning, the front wheels of the wagon often collided with its side. The small distance between the front wheels and the bed of the wagon thus made the turning radius very large and increased the amount of space needed for a turn. Carts, by virtue of their two-wheeled structure, did not face this problem. Combined with their lighter weight, carts were long preferred over wagons for many uses.

Diderot's *Encyclopédie* (1751-1772) provides support for the importance of the carts over the wagons. The entry for wheelwrights (*charron*), the maker of carts and wagons, depicts a chassis for a coach and three types of carts (an ordinary cart, a dump cart, and a flat-bed cart), but there is no depiction of a wagon.

Regardless of whether carts or wagons were used, both vehicles were designed for hauling freight, not people. The driver of both carts and wagons walked alongside the vehicle, in the center of the road, and would steer the vehicle from its side.

From Châlons the road to Paris followed the Marne River another 32 kilometers (20 miles) northwesterly to the town of Épernay (map no. 79). With a population of almost 6,000 residents in 1841, this was another town that was twice the size of Soufflenheim.

Map 79 - Reims
A tiny stretch of road in the lower left corner.
Route: https://drive.google.com/file/d/1yl4qveJ8E1y8ENyRM84aX2EvZjOYIltw
LOC (image 82): https://www.loc.gov/resource/g5830m.ghl00001/?sp=82
BNF: https://gallica.bnf.fr/ark:/12148/btv1b530951918/f1.item.zoom

Épernay was located in the heart of the Champagne wine region and most of its modern history was linked to the sparkling wine. The Marne River valley allowed the cultivation of vines on the hillsides and numerous vineyards had been located here since the Middle Ages. The Cassini map (no. 79) clearly shows some of these vineyards just north of Épernay, on the hillsides above the marshes of the Marne River. More vineyards can be found east of the Montagne Forest and all the way north to the city of Reims.

Champagne (the beverage) was developed here in the eighteenth century. Its production gave a strong economic boost to Épernay. Many mansions owned by the great champagne houses were built between the second half of the eighteenth century and the end of the nineteenth century. From Épernay, the traveler saw vineyards along the road for another 80 kilometers (50 miles).

Map 44 - Soissons
Route: https://drive.google.com/file/d/12z-GzhelaeLbVbl-a5Y3zIILhg6ounHG
LOC (image 46): https://www.loc.gov/resource/g5830m.ghl00001/?sp=46
BNF: https://gallica.bnf.fr/ark:/12148/btv1b530951505/f1.item.zoom

Dormans, the next town along the road (map 44), was 24 kilometers (15 miles) from Épernay. It was smaller than Soufflenheim, with 2,100 residents in 1841. Dormans was also a wine-making town located in the heart of the Marne Valley and was one of the major champagne producers by the early nineteenth century.

Dormans was followed in 23 kilometers (14 miles) by Château-Thierry (map no. 45), which had a population of almost 5,000 residents in 1841. From Château-Thierry, Paris was another 109 kilometers (68 miles) away.

Map 45 - Meaux
Route: https://drive.google.com/file/d/1E4fvlwsiOnDpFUG_Ip3BUv2NPlSzvI5T
LOC (image 47): https://www.loc.gov/resource/g5830m.ghl00001/?sp=47
BNF: https://gallica.bnf.fr/ark:/12148/btv1b53095173b/f1.item.zoom

View of Château-Thierry from the top of the hills of the Marne.
https://fr.wikipedia.org/wiki/Ch%C3%A2teau-Thierry#/media/Fichier:Panorama_Chateau-Thierry.jpg

To the reader who is a member of the Nuwer family tree, our relative Henry Stephan, grandson of the immigrant Frank X Nuwer and the proprietor of Stephan's grocery store in Lancaster, New York, returned to Château-Thierry as a member of the United States Army during the First World War. Henry Stephan was an infantry soldier in the Second Battle of the Marne which was fought during June and July 1918. The town of Château-Thierry was a main site of the battle and was partially destroyed. Henry's grandfather had passed the town in 1844.

After passing Château-Thierry, the Marne River took a number of twists and turns through a hilly region. The road to Paris by-passed this terrain by running well north of the river, on a flat plateau above the water. The road came back to the river at La Ferté-sous-Jouarre, where it crossed to the water's south side.

La Ferté, which had a population of 4,100 in 1841, was famous for millstones used for grinding flour. In 1814 a British naval officer, Norwich Duff, observed:

> [We] ... left Meaux a little before seven and, after passing through a fine country for five leagues, arrived at La Ferté-sous-Jouarre, a neat little town on the banks of the rivers Marne and Morin, where we breakfasted. This town supplies the greatest part of France with mill stones, which are considered the finest in Europe. The banks of the river and each side of the road were covered with them as we passed. ... The road from La Ferté to Château-Thierry (seven leagues) is very hilly but the scenery very fine. (Source: https://en.wikipedia.org/wiki/La_Fert%C3%A9-sous-Jouarre)

Meaux was only about a 4 hour walk from La Ferté. At Meaux the traveler was no longer in Champagne, they had entered the historical province that contained Paris, Île-de-France. Meaux had a population of 9,000 in 1841, and it was only 41 kilometers (25.5 miles) east of the center of Paris (5 posts according to the Cassini map).

Map 1 - Paris
Route: https://drive.google.com/file/d/1EvKTpIc5Ypo5H6U7ig8fMb2mX6t17Fbn
LOC (image 1): https://www.loc.gov/resource/g5830m.ghl00001/?sp=1
BNF: https://gallica.bnf.fr/ark:/12148/btv1b53095162g/f1.item.zoom

The Paris of the 1840s was not the Paris of today. In the middle of the nineteenth century, the center of Paris was viewed as overcrowded, dark, dangerous, and unhealthy. When our emigrant ancestors passed through Paris on their way to Le Havre, the density of the city's population was extremely high. The streets were very narrow, and wagons, carriages, and carts could barely move through them. Disease spread very quickly in these conditions.

The French social reformer Victor Considerant wrote in 1845 that "Paris is an immense workshop of putrefaction, where misery, pestilence, and sickness work in concert, where sunlight and air rarely penetrate. Paris is a terrible place where plants shrivel and perish, and where, of seven small infants, four died during the course of the year." (Source: https://en.wikipedia.org/wiki/Haussmann%27s_renovation_of_Paris)

Between 1853 and 1870 Napoleon III and his minister, Baron Haussmann, rebuilt the city center. They created the wide downtown boulevards and the squares where the boulevards intersected, imposed standard facades along the boulevards, and required that the facades be built of the distinctive cream-grey “Paris stone.” They also built the major parks around the city center. But this was all done after our ancestors passed Paris.

We don’t know whether our ancestors entered the city or simply went to the outskirts. The emigrant traveler still had another 130 miles before arriving at the Port of Le Havre.

From Paris, the road to Le Havre ran northwesterly. The first town on this road was Pontoise, which had a population of 5,419 in 1841. The town was located on the right bank of the Oise River, about 25 kilometers (15.5 miles) northwest of Paris. Today Pontoise is one of Paris’ northern suburbs.

Historical Pontoise was located in the province of Vexin, which was one of the classic feudal domains of France. The County of Vexin was then controlled by about 400 large estates. Eighty percent of the territory was ploughed, and a three-year rotation was based on the alternation of wheat, oats, and fallow land. Wheat production in the seventeenth century reached remarkable yields. Grazing was also important, with around 30,000 sheep and more than 7,000 cows. In the nineteenth century, the potato was extensively cultivated, and the production of sugar beets triggered the construction of sugar factories and distillation factories.

Map 2 - Beauvais
Route: https://drive.google.com/file/d/1-Uv-D_Vs3NPfsk4XO9BvMgOPJvh75PtP
LOC (image 2): https://www.loc.gov/resource/g5830m.ghl00001/?sp=2
BNF: https://gallica.bnf.fr/ark:/12148/btv1b53095201x/f1.item.zoom

Map 25 - Rouen
Route: https://drive.google.com/file/d/10396PPVVlA44cnqlge2OsO5mSfJwrEpZ
LOC (image 26): https://www.loc.gov/resource/g5830m.ghl00001/?sp=26
BNF: https://gallica.bnf.fr/ark:/12148/btv1b530951611/f1.item.zoom

From Pontoise the road took the traveler 28 kilometers (17 miles) to Magny-en-Vexin (map no. 25). This town of only 1,500 residents in 1841 was located on the old Roman road from Paris to Rouen called Chaussée Jules-César. In Early Modern times, the town was an urban center of a very rural region. In the sixteenth century Magny became a stop for the stagecoach line between Paris and Rouen. The importance of travelers to the town was illustrated in 1765 when a planned layout of the main road avoided the city. This provoked strong protests, especially from the owners of the coaching inns. The residents won their case, and the main road crossed the town.

The next place on the journey to Le Havre was Rouen, the capital of the historical province of Normandy. It was 118 kilometers (73 miles) northwest of Paris. Taking account of all the places on the entire journey from Strasbourg to Le Havre, Rouen was second only to Paris in terms of population. In 1841 that number was 96,000 residents. Originally, the city was on the right bank of the Seine, but, by 1750, it included both banks of the river.

The Port of Rouen was historically one of the most important in France. At the end of the fifteenth century Rouen experienced an economic boom fueled by draperies, silk, metallurgy, and fishing. The fabrics were sold in Spain, which supplied the raw wool, and the Medici made Rouen the main point of resale for

Roman alum. Fishermen from Rouen sailed as far as Newfoundland to fish for cod and the Baltic to fish for herring. The salt used in drying the fish was imported from Portugal and Guérande.

At the beginning of the sixteenth century, Rouen became the main French port for trade with Brazil, mainly for drapery dyes. The workshops of Rouen used dyes directly imported from the New World, the red drawn from the bark of Brazilwood, the blue coming from indigo. Alum was a mineral that allowed the fixing of pigments on textiles. It was monopolized by the Papacy throughout the Middle Ages, Renaissance, and Early Modern era.

Rouen early 1800s

In the early nineteenth century, when our ancestors were passing through the city, Rouen was known as the “Manchester of France.” The city was one of France’s main centers for cotton textile manufacturing. Spinning and weaving mills, dying, printing, and bleaching works, were located there. A British traveler in the late 1780s, Arthur Young, described Rouen as a “great ugly, stinking, close and ill-built town, which is full of nothing but dirt and industry.” One can only wonder what opinions our ancestors formed of this place. (Source: https://fr.wikipedia.org/wiki/Rouen)

Map 24 - Yvetot
Route: https://drive.google.com/file/d/1-6vk6PvA_WJGqnFHg3mHkduT4A_V1sVN
LOC (image 25): https://www.loc.gov/resource/g5830m.ghl00001/?sp=25
BNF: https://gallica.bnf.fr/ark:/12148/btv1b53095160k/f1.item.zoom

From Rouen, the road to Le Havre proceeded to Yvetot, a town of 9,100 residents. Located in Normandy, Yvetot was 36 kilometers (22 miles) northwest of Rouen. The prosperity of the town was linked to its status as a tax haven in the seventeenth century, and to the expansion of cotton spinning mills and fabric manufacturing in the early nineteenth century.

From Yvetot, Le Havre was only 53 kilometers (33 miles) away. The final leg of the journey took the traveler to Lillebonne which was located on the right bank of the Seine River, 32 kilometers (20 miles) upstream from Le Havre. The town supported a population of almost 3,700 residents in 1841. It was on the stagecoach line from Le Havre to Rouen. Lillebonne was also an industrial place in the early nineteenth century. The principal industries were cotton spinning and the manufacture of calico and candles.

Map 60 - Le Havre
Route: https://drive.google.com/file/d/1J-4DGLHnlOuEwuj_BWRgJuGNVtcLNeIu
LOC (image 63): https://www.loc.gov/resource/g5830m.ghl00001/?sp=63
BNF: https://gallica.bnf.fr/ark:/12148/btv1b53095165t/f1.item.zoom

The road to Le Havre then passed Harfleur, a small town of 1,600 in 1841. Before the Port of Le Havre was built in the sixteenth century, Harfleur had been the principal seaport in northwestern France for some six centuries. Le Havre is only 5 kilometers (3 miles) downstream.

Le Havre is located on the shore of the English Channel (or La Manche as the French called it) and at the mouth of the Seine River. Due to its location on the Channel coast, days without wind were rare. The history of the city was inextricably linked to its harbor. In the eighteenth century, as trade from the West Indies grew for France and Europe, Le Havre began to grow.

The end of the Napoleonic Wars allowed a revival of commerce and economic activity across all of Europe, and Le Havre was part of that process. The harbor received coffee and cotton from the Americas; wood, coal, and wheat by coastal ships from northern Europe; wine and oil from the Mediterranean.

Growth of the city's population lead to the appearance of new working-class neighborhoods within its walls. Many of the laborers were clustered in the unhealthy neighborhoods of Saint Francis and Notre Dame where epidemics of cholera, typhoid and other diseases caused hundreds of deaths between the years 1830 and 1850.

Le Havre also become the "thoroughfare of emigration from Switzerland and the South of Germany to the United States." It was noted in an 1841 by an official from Le Havre that, "Here, no distinction is made between German and Alsatian emigrants, they are all just called Swiss." Although some of these emigrants were arriving on coastal ships from northern German ports, most of them arrived by foot and on returning freight wagons from the eastern parts of France.

Before the introduction of scheduled passenger service across the Atlantic, it was necessary for emigrants to make arrangements for passage directly with the captains of a vessel. "During the sailing season," writes the genealogist Kathi Gosz, "there were … always several thousand persons waiting to leave. They could be obliged to wait for weeks, partly in lodging houses, partly outdoors. A German colony of innkeepers, shopkeepers and brokers materialized to service them." (Source: "A Look at Le Havre, a Less-Known Port for German Emigrants" http://19thcenturyrhinelandlive.blogspot.com/2011/10/look-at-le-havre-less-known-port-for.html)

The following is a description by one historian of the situation at Le Havre when emigrants arrived.

> For many individuals, the entire trip from their home to the United States was not very pleasant, and often proved more expensive than it needed to be. Not only did it take a while to get to the embarkation port but once there, the potential immigrants had to deal with "runners," individuals who would meet the arriving groups and try to steer them to particular boardinghouses. At times, the runners would simply grab a person's luggage and take it to a boardinghouse, regardless of the individual's desires. Then, the rates actually charged at the boardinghouses were often higher than the runners had promised. If not paid, the immigrant's luggage would not be returned. Sometimes, prepaid tickets were not honored, or the immigrants were told they needed to pay more on fully paid tickets.
>
> (Source: Raymond L. Cohn, *Mass Migration Under Sail: European Immigration to the Antebellum United States*, (2009), Chapter 6.)

Families of Emigrants Camped at the Port of Le Havre. From a drawing made in Le Havre by M. Ernest, 1848.
Source: https://iseeancestors.com/comm/2017/05/30/father-of-immigration/

The journey from Soufflenheim to Le Havre described in the above pages offers details about the route our ancestors followed. From the roads traveled it is possible to estimate how long it took our ancestors to walk to Le Havre. Assuming people walked at a pace of three miles per hour, it would have required 146

hours to walk from Soufflenheim to Le Havre. But there is much that remains unknown. It is not clear how many hours per day our ancestors walked. Although they probably did not spend ten hours per day on the road, we don't know whether they walked six hour, or eight hours, or some other amount. If they walked eight hours a day, every day, the journey could have been completed in 18 days (2 weeks and 4 days). If they walked six hours a day, their journey would have taken 24 days (3 week and 3 days). And this does not account for delays of any kind, like broken wagons, church attendance, bad weather, or some other delay.

And, of course, upon arriving in Le Havre, the journey to America for our immigrant ancestors was nowhere near its end. The trans-Atlantic crossing and the journey inland to western New York, Canada, Ohio, and other places further west still lay ahead.

The Emigrants of Alsace, Theophile Schuler, 1861

ALTERNATE ROUTES TO PARIS

In "Journey to Le Havre" I explored the route Alsatian emigrants traveled to the Port of Le Havre. That route took the emigrants from northern Alsace, through the Saverne Pass to Lorraine, Champagne, Paris

and on to Le Havre. All emigrants from the districts around Strasbourg and Haguenau would have certainly used this route. Emigrants from the area around Wissembourg most likely used it as well.

There were, nevertheless, other routes through the Vosges Mountains and some emigrants might have used these alternative routes. Moreover, emigrants originating from the northern parts of Lorraine and from the German states north of Lorraine would have traveled a different route to Le Havre.

Between 1828 and 1861 the primary source of "German" emigration was from northeastern France (Alsace and Lorraine) and southern German states (Baden, Württemberg, the Rhenish Palatinate, Rhenish Prussia, and Hessen). If these emigrants left Europe from the Port of Le Havre, they had to first travel to Paris. Thus, the route from Paris to Le Havre was the same for all these points of origin. Getting to Paris, however, could be accomplished on somewhat different routes.

Below I consider two alternative routes to Paris in the pre-railroad era. The first originated in Haut-Rhin and merges with the Strasbourg to Paris route at Lunéville. The second route originated in north Lorraine and merged with the Strasbourg route at Châlons-en-Champagne.

THE SOUTHERN ROUTE

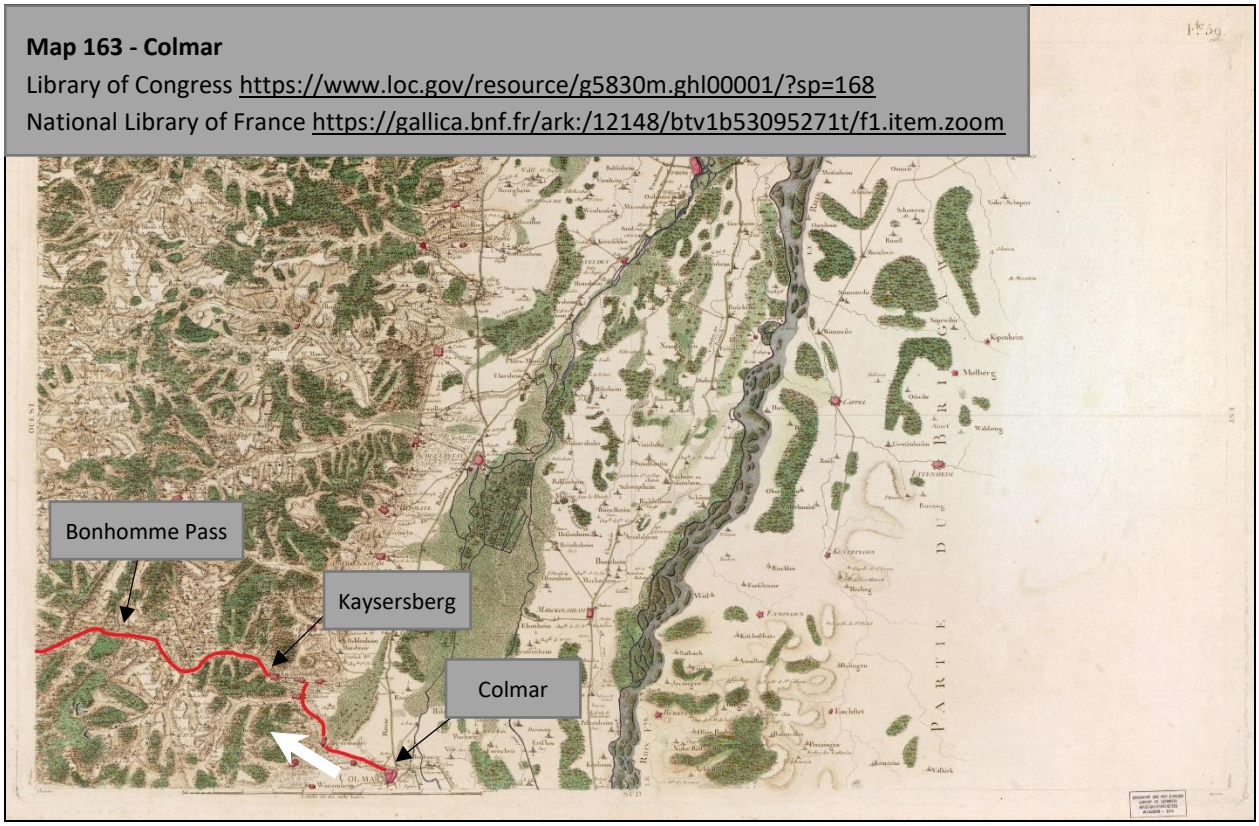
Many immigrants in my family tree originated from Bas-Rhin and certainly used the Strasbourg to Paris route when they left Alsace. But there are a few branches in my tree that originated from other areas of France. One example is the Sebastian Gundy family which arrived in New York Harbor in 1846. The family was from a very small village in Haut-Rhin named Fulleren, which was south of Mulhouse. Fulleren is found on map 165 of the Cassini collection. Sebastian Gundy traveled with a large group of people. They included his wife and eight children, his brother, Joseph, and Joseph's wife, and Joseph's brother-in-law, Stephen Kagler, Stephen's wife, and their six children. A group of 20 people in total.

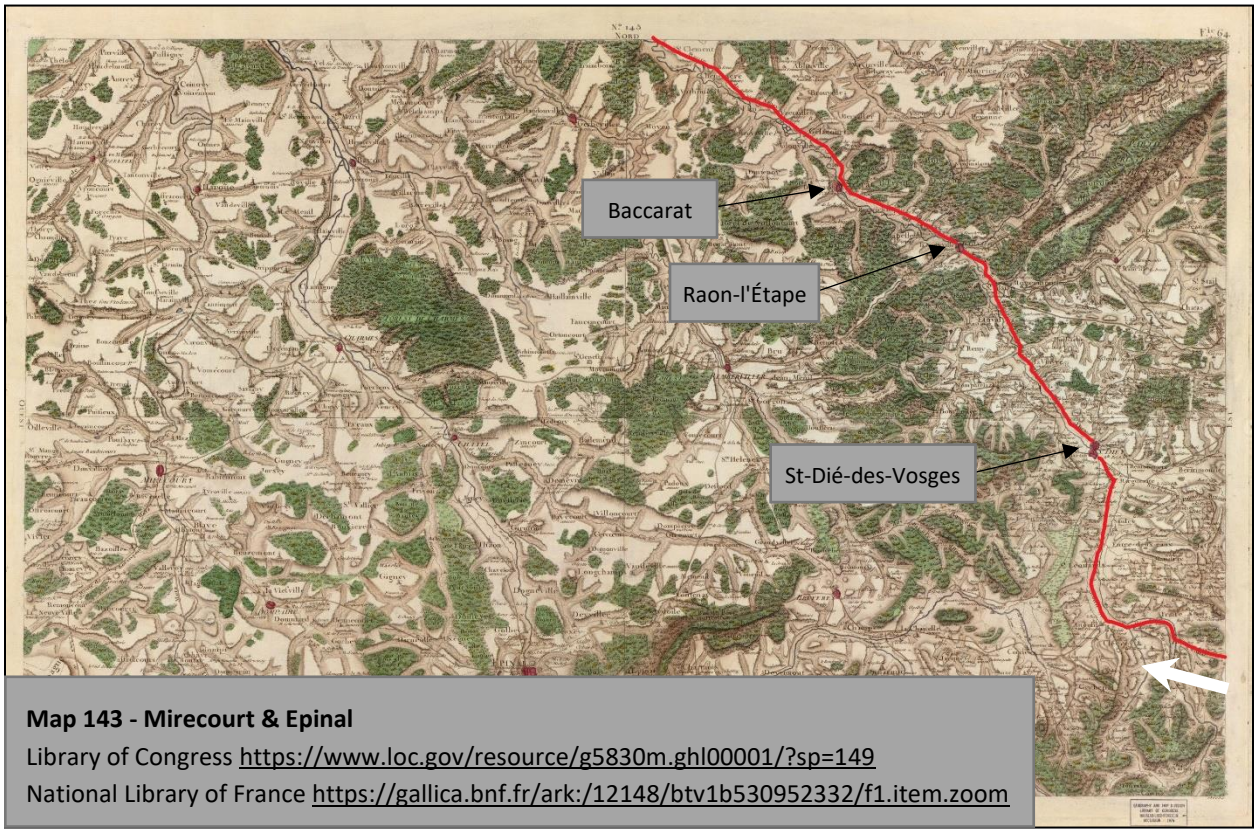
From Fulleren this group may have used the Strasbourg to Paris route on their journey to Le Havre. They would have traveled north to Colmar and then continue along the Rhine River valley to the Saverne Pass. There was, however, an alternative route this group of emigrants may have followed. At Colmar, the alternate route went west through the Vosges Mountains to Saint Dié (Saint-Dié-des-Vosges, today), then north to Lunéville where it merged with the Strasbourg to Paris route.

From Colmar, it was 85 kilometers (53 miles) to Saverne and another 85 kilometers from Saverne to Lunéville. This distance would have required about 34.5 hours of walking time, or four to five travel days. Using the alternate route, it was 106 kilometers from Colmar to Lunéville. This could have reduced the travel time by 12.5 hours (about two days). What is unclear, however, is the quality of the roads through the mountains. The High Vosges Mountains were much more rugged than the route through the Saverne Pass.

The Vosges Mountains form the boundary between the Alsace plain and the Lorraine plateau. These mountains run in a northeast direction from the Burgundian Gate in the south (also known as the Belfort Gap) to the Börrstadt Basin in the north, which is in Germany. The southern portion of this mountain range is often called the High Vosges, and the Saverne Pass is the natural dividing line between this segment and the segment north of the Pass called the Northern Vosges.

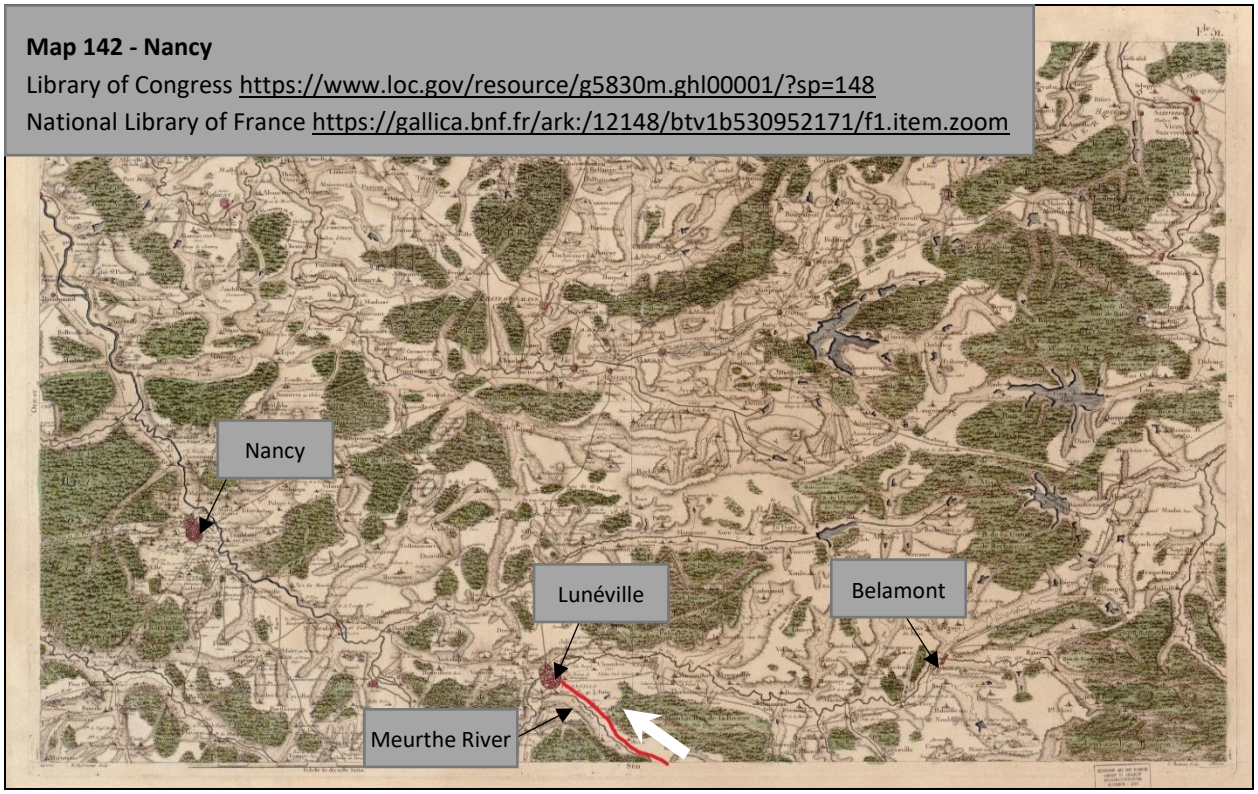
Map 163 - Colmar
Library of Congress https://www.loc.gov/resource/g5830m.ghl00001/?sp=168
National Library of France https://gallica.bnf.fr/ark:/12148/btv1b53095271t/f1.item.zoom





Map 143 - Mirecourt & Epinal
Library of Congress https://www.loc.gov/resource/g5830m.ghl00001/?sp=149
National Library of France https://gallica.bnf.fr/ark:/12148/btv1b530952332/f1.item.zoom

Map 142 - Nancy
Library of Congress https://www.loc.gov/resource/g5830m.ghl00001/?sp=148
National Library of France https://gallica.bnf.fr/ark:/12148/btv1b530952171/f1.item.zoom



The Burgundian Gate south of the Vosges Mountains is relatively flat terrain. It marks a divide between the drainage basins of the Rhine River (which flows to the North Sea) and the Rhône River, which flows to the Mediterranean Sea. The Burgundian Gate is also the boundary between the historic regions of Burgundy to the west and Alsace to the east.

Although the first railroad from Paris to Strasbourg was built through the Saverne Pass, an alternative route was considered. That alternative would have gone from Paris to Dijon, then through the Burgundian Gate to Mulhouse and north to Strasbourg. By 1870, both railway lines had been built, but the line through the Saverne Pass was constructed first. https://fr.wikipedia.org/wiki/Ligne_de_Paris-Est_%C3%A0_Strasbourg-Ville

A useful map of the Upper Rhine Plain
https://en.wikipedia.org/wiki/Upper_Rhine_Plain#/media/File:Rhinegraben_sat.jpg

A traveler from Haut-Rhin wishing to reach Paris could enter the High Vosges Mountains at Kaysersberg (map 163), which was only about 10 kilometers (6.5 miles) from Colmar. Here the road would take them over the mountains and onto the Lorraine Plateau.

Image of Kaysersberg
https://fr.wikipedia.org/wiki/Kaysersberg#/media/Fichier:Panoramic_view_of_Kaysersberg_02.jpg

Kaysersberg was at the foot of the Vosges Mountains, and the town supported numerous vineyards. The Vosges Mountains are characterized by steep slopes on the Alsace side, with a gentler slope on the Lorraine side. This created a sunnier and drier climate on the Alsace plain compared to the Lorraine

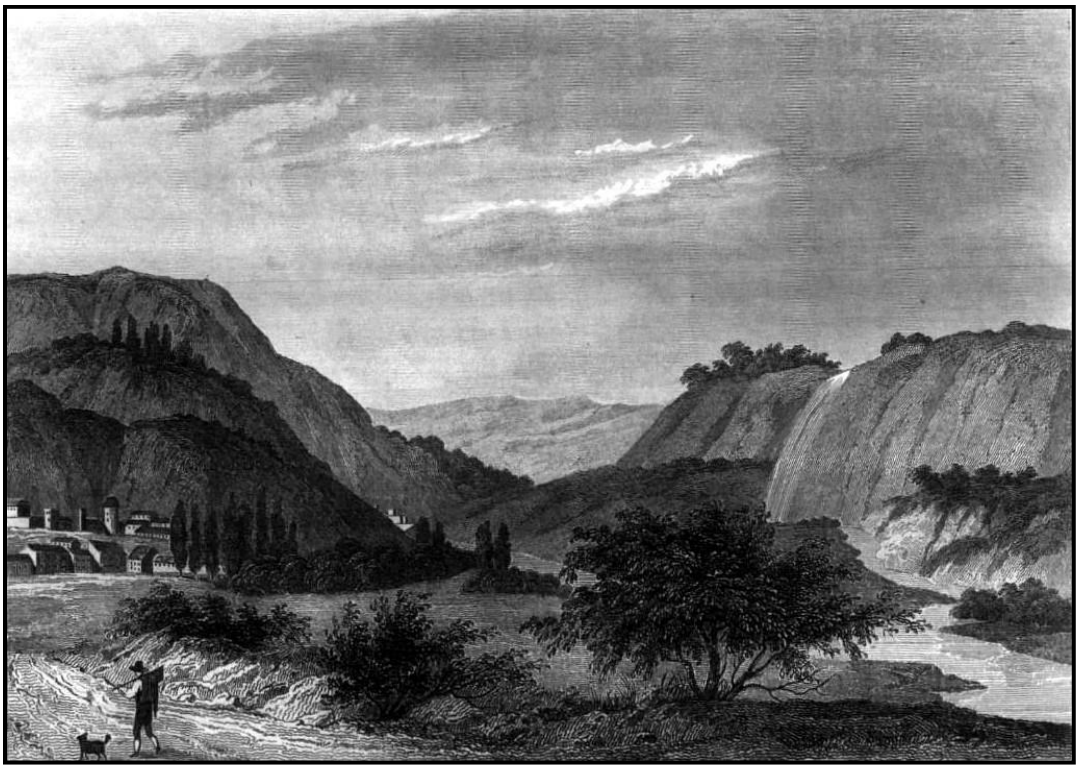
Plateau and favored the development of the Alsatian vineyards. In 1841 Kaysersberg had a population of 3,100 residents.

To cross the High Vosges Mountains into Lorraine, a traveler had to ascend the steep slope on the Alsace side. Today, travelers follow the French National Road designated D415. It is very similar to the route a foot traveler would have used in 1846. The route proceeded through a valley formed by two high peaks. To the south of the valley was Gazon de Faîte (1,303 m; 4,275 ft), to the north was Brézouard (1,229 m; 4,032 ft). The road between these peaks climbed to the Bonhomme Pass, which was 949 meters (3,113 ft) above sea level. By comparison, the Saverne Pass was only 410 meters (1,345 ft) above sea level. Thus, over a distance of 14 kilometers (8.5 miles), a traveler using the Bonhomme Pass needed to climb over 2,500 feet in elevation.

From the Bonhomme Pass the road took the emigrant 30 kilometers (18.5 miles) to the town of Saint Dié (map 143). This was a 6.5 hour walk. The town of Saint Dié was on the Lorraine Plateau in the valley of the Meurthe River. In 1841 it had a population of 8,336 residents.

Image of Saint Dié
https://fr.wikipedia.org/wiki/Saint-Di%C3%A9-des-Vosges#/media/Fichier:Saint-Di%C3%A9-des-Vosges_depuis_le_centre_hospitalier.jpg

The town had a long history of prestigious Christian monasteries and sanctuaries, welcoming both pilgrims and the sick. It was also a strategic location between Alsace and Lorraine which made it of interest to both military commanders and government administrators. For these reasons the population of this mountain town was relatively large.



Raon-l'Étape in 1838

The road to Lunéville followed the Meurthe River valley downstream in a northerly direction, but the difficult terrain had not passed.

Raon-l'Étape was 16 kilometers (10 miles) down the road, a walk that was about 3.5 hours over mostly flat terrain. In 1841 Raon-l'Étape was a town of 3,500 residents. At Raon-l'Étape the landscape transform into a much more mountainous topography. The town was nested in a narrow valley, surrounded by heavily wooded hillsides, at the convergence of the Plaine and Meurthe Rivers.

Baccarat was the next town on the road. It was about 10 kilometers (a 2 hour walk) from Raon-l'Étape. Baccarat had a population of 3,200 in 1841. Since 1765 the town was the site of a celebrated glassworks and crystal factory

From Baccarat, Lunéville was a 5.5 hour walk, 26 kilometers (16 miles). The road was relatively flat. At Lunéville a traveler to Le Havre joined with travelers following the Strasbourg to Paris route. They all proceeded to Nancy, then Toul and on to Champagne (map 142).

THE NORTHERN ROUTE

The Northern Vosges are a low mountain range. They extend in a northeasterly direction from the Saverne Pass at the south into the Palatinate Forest of Germany. The highest point is the Great Wintersberg at 581 meters (1,906 feet) above sea level. This peck is southwest of Wissembourg.

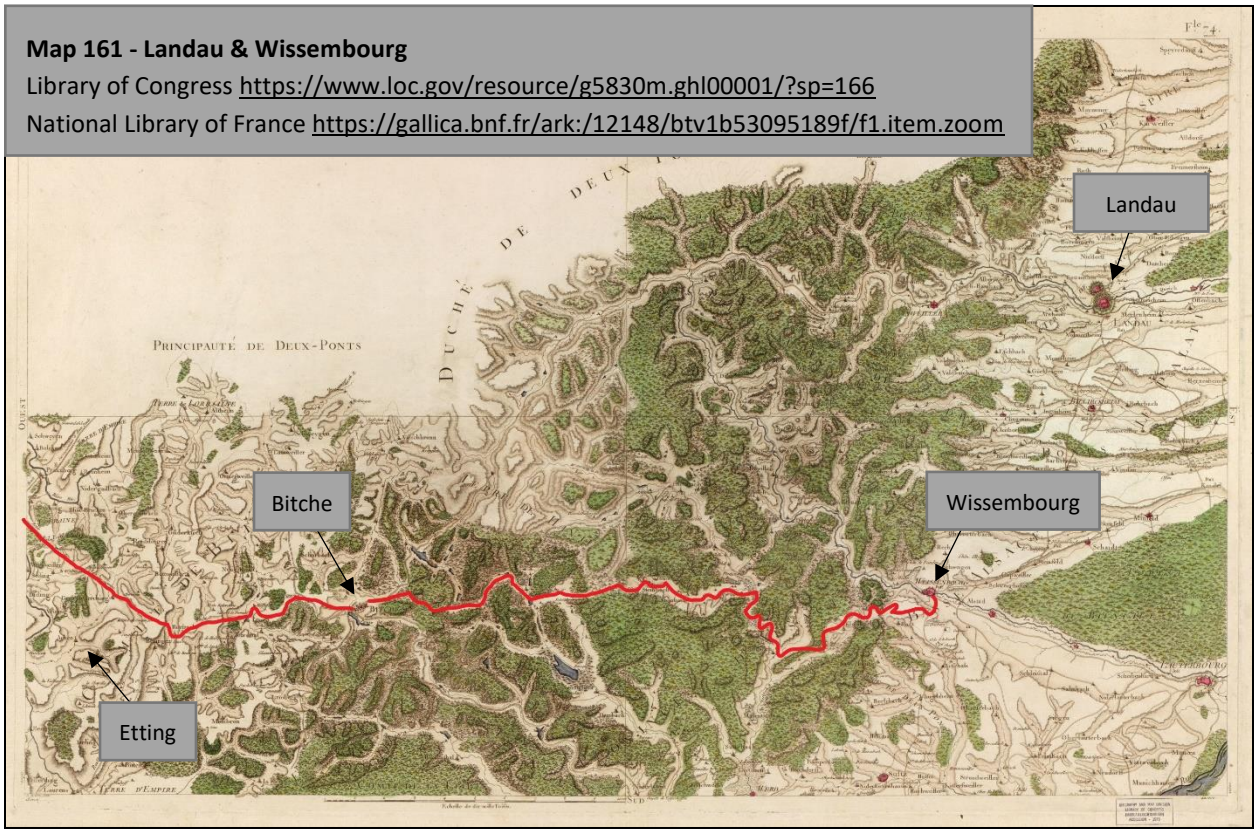
> Confusion can arise because sometimes “only the High Vosges … form the ‘Vosges mountains’ strictly speaking, while the Northern Vosges constitute a wooded area of low hills.”

Alsatian emigrants who originated from the districts around Wissembourg and emigrants from the Landau districts of the Bavarian Palatinate could consider two different routes to Le Havre. First, they could travel south to the Saverne Pass and join the emigrants using the Strasbourg to Paris route. Alternatively, they could pass through the Northern Vosges mountains between Wissembourg and Bitche, then proceed to Paris by way of Metz on roads that would take them through northern Lorraine.

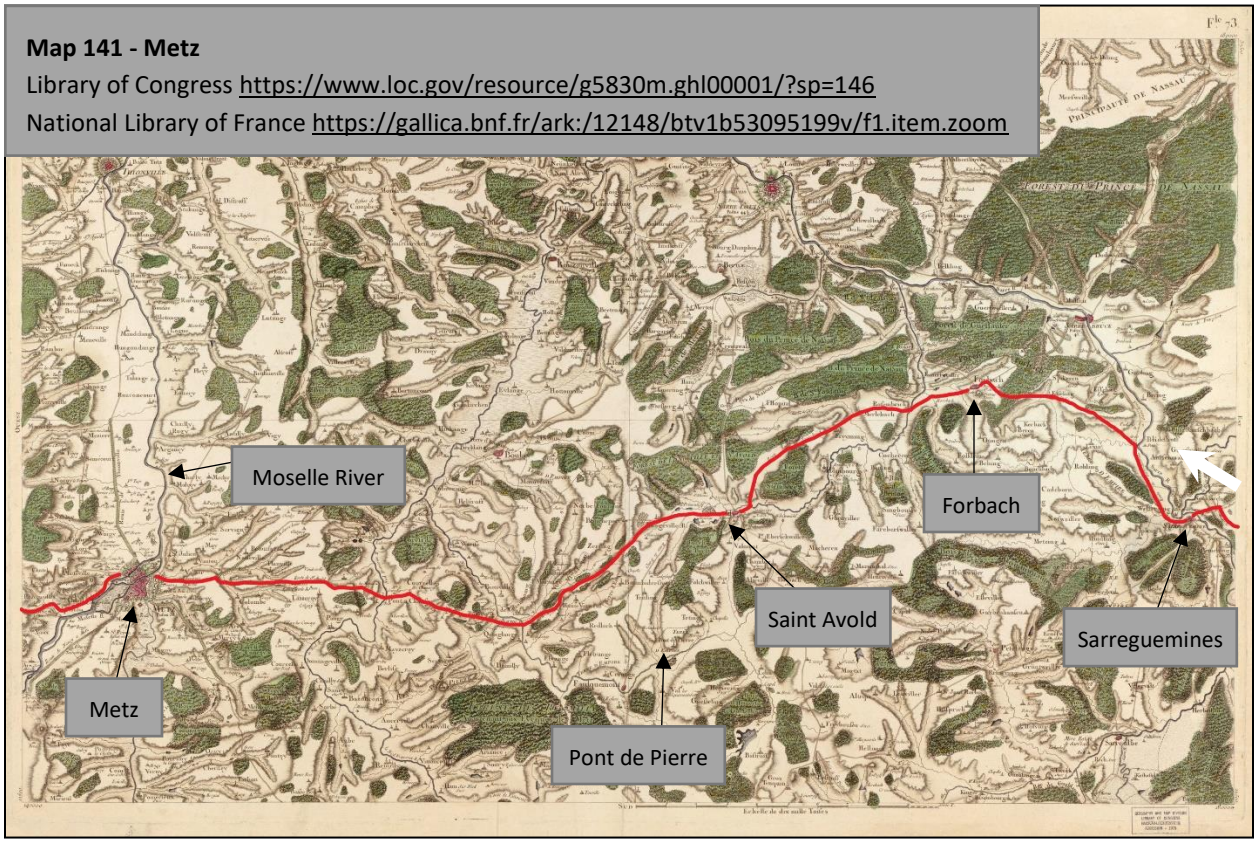
However, the road from Wissembourg to Bitche was a difficult path. It was a distance of 28 miles over which a traveler ascended about 1,200 feet. It would take 9.5 hours to reach Bitche by foot, if a traveler could walk at a pace of 3 miles per hour. But the terrain would have slowed that pace. At 2.5 miles per hour, the trek to Bitche would have taken at least 11.5 hours.

The walk from Wissembourg to Saverne was about 13 hours, but it was relatively flat and straight the entire way. Moreover, by using the Saverne Pass a traveler could join other groups heading to Le Havre and could find freight wagons to carry their belongs. For these reasons it seems more likely than not residents from northern Bas-Rhin used the Saverne Pass. But some, perhaps many, traveled to Bitche instead.

Map 161 - Landau & Wissembourg
Library of Congress https://www.loc.gov/resource/g5830m.ghl00001/?sp=166
National Library of France https://gallica.bnf.fr/ark:/12148/btv1b53095189f/f1.item.zoom



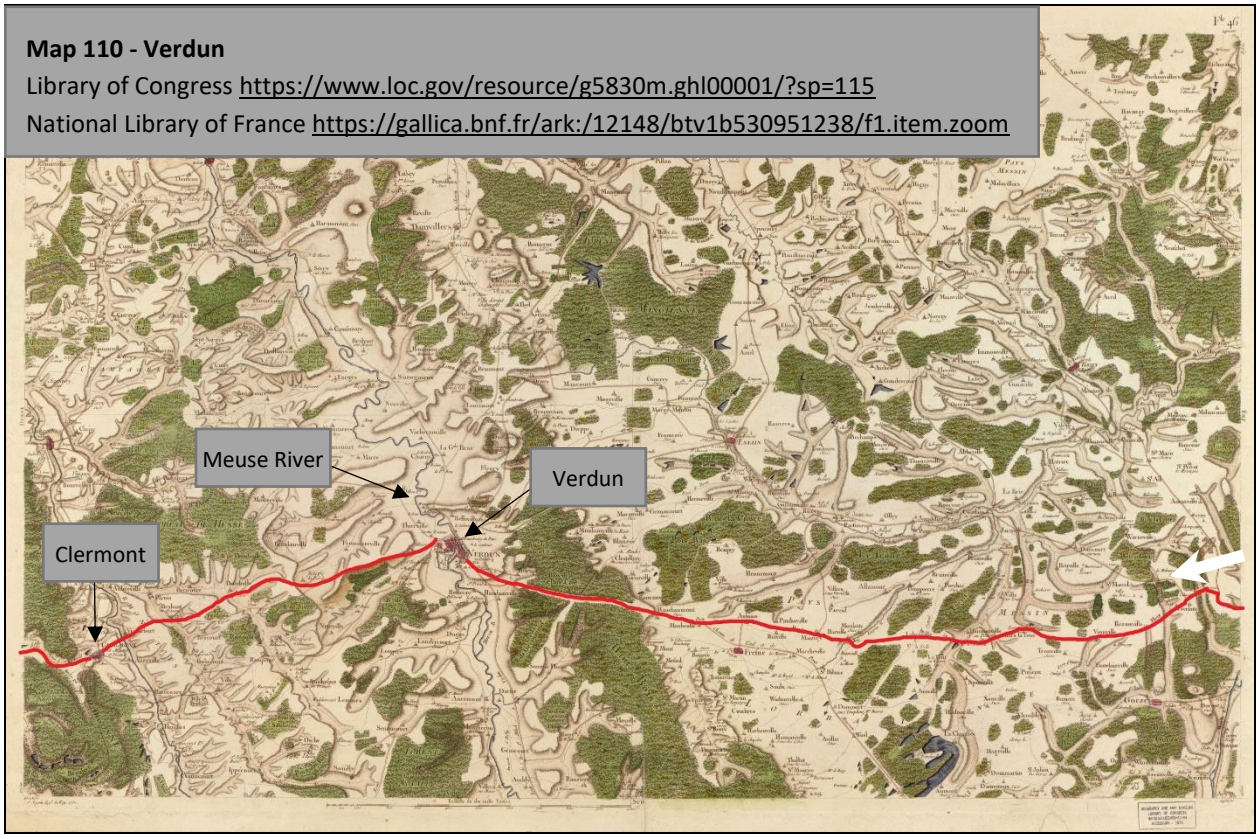
Map 141 - Metz
Library of Congress https://www.loc.gov/resource/g5830m.ghl00001/?sp=146
National Library of France https://gallica.bnf.fr/ark:/12148/btv1b53095199v/f1.item.zoom



Map 110 - Verdun

Library of Congress https://www.loc.gov/resource/g5830m.ghl00001/?sp=115

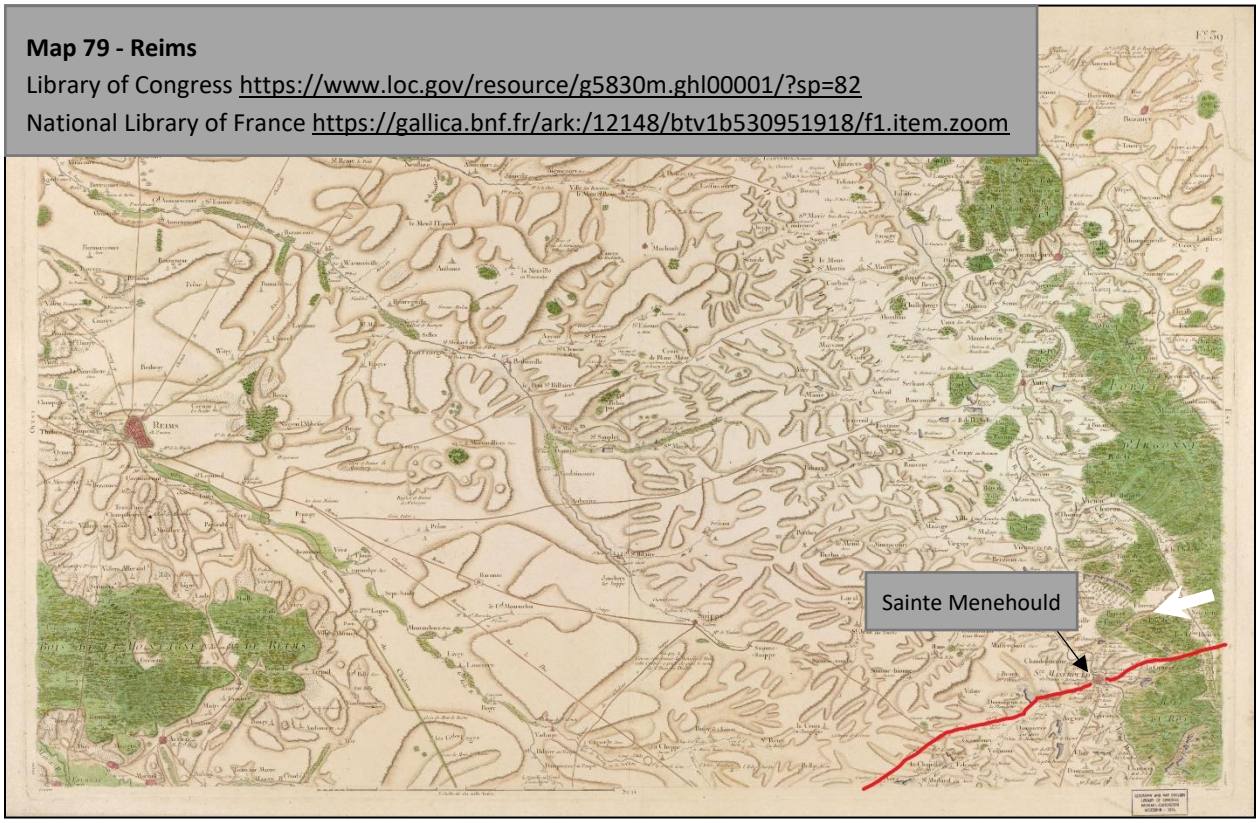
National Library of France https://gallica.bnf.fr/ark:/12148/btv1b530951238/f1.item.zoom

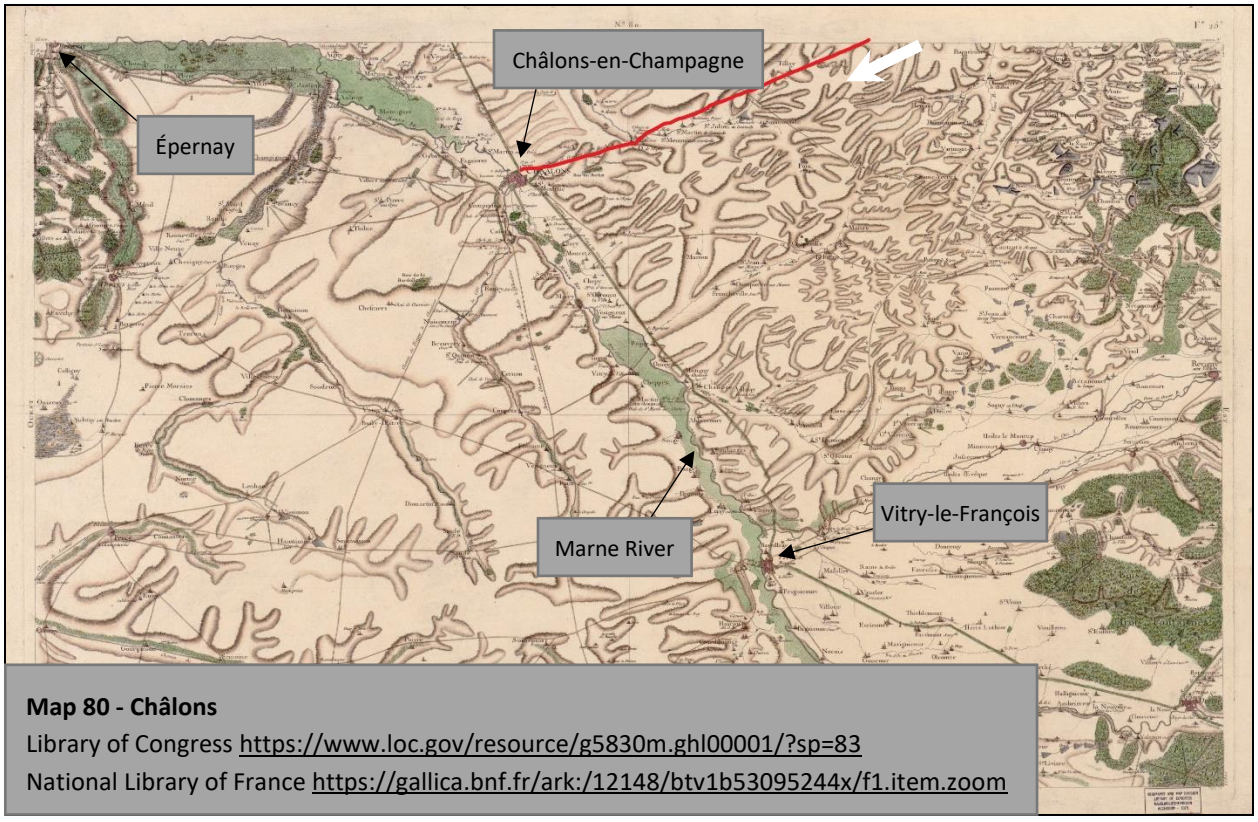


Map 79 - Reims

Library of Congress https://www.loc.gov/resource/g5830m.ghl00001/?sp=82

National Library of France https://gallica.bnf.fr/ark:/12148/btv1b530951918/f1.item.zoom





Map 80 - Châlons
Library of Congress https://www.loc.gov/resource/g5830m.ghl00001/?sp=83
National Library of France https://gallica.bnf.fr/ark:/12148/btv1b53095244x/f1.item.zoom

One family in my family tree originated from the County of Bitche in Lorraine. The Jacob Demmerle family was from the town of Etting and left Europe from the Port of Le Havre in 1833. The family secured passage on the sailing ship named *James* and arrived in New York Harbor on June 21.

Jacob Demmerle was 54 years old when he arrived in New York. His wife was 44 years. They traveled with seven children, Andrew (age 20), Nicholas (age 17), Otilia (14), Madeline (7), Jean (6), Catharine (5), and Mary (2). The ship's manifest noted that their destination was Buffalo, N.Y. and they were traveling with "four chests and one illegal cast of wine."

The Demmerle family, and all other emigrants from northern Lorraine, would have traveled to Paris by way of Metz. Details of the route are presented in the following table.

From	To	Kilometers	Miles	Walking hours
Bitche	Sarreguemines	31	19	6.5
Sarreguemines	Forbach	19	11.5	4
Forbach	Saint Avold	18	11.5	4
Saint Avold	Metz	42	26	9
Metz	Verdun	65	40	13
Verdun	Sainte Menehould	40	25	8
Sainte Menehould	Châlons-en-Champagne	42	26	8.5

The County of Bitche straddled the Northern Vosges mountains and the Lorraine plateau. Mainly a forested region, it was strategically located between the watersheds of the Rhine and the Moselle Rivers.

A military fortress, the Citadel of Bitche, was erected at this town during the Middle Ages. After the French gained control of Lorraine, the citadel was integrated into the defensive system for the French border. In 1841 the population of Bitche was about 3,000 residents.

Image of Bitche
https://fr.wikipedia.org/wiki/Bitche#/media/Fichier:Bitche.jpg

From Bitche the route to Paris went to Sarreguemines which had a population of about 4,200 in 1841. The town was located at the confluence of the Saar and the Blies Rivers. It functioned as a hub connected three roads from the south to the city of Saarbrücken in the north. At the end of eighteenth century, pottery and earthenware manufacturing took hold in Sarreguemines. Napoleon I placed several orders and became one of its best customers.

From Sarreguemines the route to Paris headed north along the Saar River, then turned westerly to the town of Forbach. There were almost 4,300 residents at Forbach in 1841. This town, and the next town on the route, Saint Avold, were located in the Lorraine coal basin. Copper and lead mines had been exploited here since the Middle Ages. Industrialization brought an increasing use for coal, and its extraction in this region began at the start of the nineteenth century.

The road from Forbach to Saint Avold followed the Rosselle River upstream on a gradual uphill grade. In 1841 the population at Saint Avold was just over 3,100 residents.

A second family in my family tree originated from this area of Lorraine. The Peter Bach family was from Pontpierre, which was south of Saint Avold. On the Cassini map (no. 141) the town is identified as Pont de Pierre. This family emigrated in 1846. Peter Bach (age 63), his wife, Anna Schmitt (age 54), and three children George (age 22), Catherine (age 20), and John Peter (age 17) made the voyage to America. A second daughter followed a few years later with her husband and three small children.

From Saint Avold, the city of Metz was 42 kilometers (26 miles) west, a 9 hour walk. Metz was located in the Moselle valley, at the confluence of the Moselle River coming from the south-west and the Seille Lorraine River coming from the south-east. It was a large city with a population over 39,700 in 1841. This was larger than Nancy which was 33 miles directly south.

From the Middle Ages, Metz occupied a unique position at a crossroads for major European traffic. The north-south axis, which ran through Antwerp, Luxembourg City, Metz, Nancy, and Dijon, directly connected the North Sea to the Mediterranean. The east-west axis, running through Paris, Reims, Metz, Saarbrücken, and Frankfurt, connected Paris and some major German cities. Thus, the most important cities surrounding Metz were Luxembourg City to the north, Nancy to the south, and Saarbrücken to the east, with main roads extending to all three places.

Metz became a French protectorate in 1552 and a French military stronghold thereafter. In 1552, the Holy Roman Emperor gave the King of France, Henry II, the right to protect the three free cities of Metz, Toul, and Verdun from the Spanish armies of King Charles V. The cities received a permanent French garrison, but the Holy Roman Emperor retained sovereignty over them. Geographically these cities were within the territory of the Dutchy of Lorraine but, as free cities, they were not the legal domains of the Dukes.

In 1633 the King of France began asserting authority over the three cities. The seal of the city, which identified each as an imperial city, was removed. The French salt tax (the *gabelle*) was introduced. And a royal intendant replaced the city parliament. Then, in the treaties of Westphalia which ended the Thirty Years War (1648), the Empire ceded the cities to France. The three formerly free cities thereby became the province of Trois-Évêchés within the Kingdom of France.

From Metz, the next major place on the journey to Le Havre was Verdun. This city is best known to Americans as the site of a major battle during the First World War. The Battle of Verdun resulted in horrendous casualties. During a nine-month period in 1916 over 162,000 French soldiers and 143,000 German soldiers were killed on the fields north of the city.

Verdun is located on the Meuse River, 40 miles west of Metz. It had become part of the province of Trois-Évêchés in a shared history with Metz. In 1841 Verdun was a large city with a population of 15,500. Yet between Metz and Verdun there were only small villages along the road.

Since the Middle Ages Verdun was known for its sugared almonds (*Dragées*). This confectionary was traditionally included at meals celebrating family events like weddings, christenings, and first communions. At Verdun, the early nineteenth century emigrant was still on the Lorraine Plateau, but they would soon enter Champagne.

Image of Verdun
https://fr.wikipedia.org/wiki/Verdun#/media/Fichier:Verdun_Panorama_R01.jpg

From Verdun, the road to Paris took the emigrant 25 kilometers (15.5 miles) to the small town of Clermont-en-Argonne. Its population in 1841 was 1,400. For a long time before the nineteenth century, the County of Argonne was not an independent domain, but was shared between the two major regions of Champagne and Lorraine.

Sainte Menehould was 15 kilometers (9 miles) further on the same road. The total travel time between Verdun and Sainte Menehould was a bit over 8 hours by foot. Sainte Menehould became the property of the Counts of Champagne at the end of the twelfth century. In 1841 it had a population of 4,100 residents. At Sainte Menehould the emigrant had left the Lorraine Plateau and entered the Champagne plains.

The town of Châlons-en-Champagne was another 8.5 hour walk down the road (42 kilometers, 26 miles). At Châlons, travelers on the northern route to Paris joined with travelers using the Strasbourg to Paris route. From this point forward, the two routes followed the same path to Paris and then onto Le Havre.

APPENDIX

APPENDIX 1: JOURNEY TO LE HAVRE

Major Places on the Road from Alsace to Le Havre

Place	Population 1841	Primary Source
Strasbourg	70,298	https://fr.wikipedia.org/wiki/Strasbourg
Soufflenheim	2,886	https://fr.wikipedia.org/wiki/Soufflenheim
Haguenau	10,349	https://fr.wikipedia.org/wiki/Haguenau
Saverne	5,226	https://fr.wikipedia.org/wiki/Saverne
Phalsbourg	3,540	https://fr.wikipedia.org/wiki/Phalsbourg
Sarrebourg	2,321	https://fr.wikipedia.org/wiki/Sarrebourg
Lunéville	12,285	https://fr.wikipedia.org/wiki/Lun%C3%A9ville
Nancy	35,901	https://fr.wikipedia.org/wiki/Nancy
Toul	7,037	https://fr.wikipedia.org/wiki/Toul
Ligny-en-Barrois	3,147	https://fr.wikipedia.org/wiki/Ligny-en-Barrois
Bar Le Duc	12,526	https://fr.wikipedia.org/wiki/Bar-le-Duc
St Dizier	5,705	https://fr.wikipedia.org/wiki/Saint-Dizier
Vitry-le-François	7,749	https://fr.wikipedia.org/wiki/Vitry-le-Fran%C3%A7ois
Châlons-en-Champagne	14,100	https://fr.wikipedia.org/wiki/Ch%C3%A2lons-en-Champagne
Épernay	5,978	https://fr.wikipedia.org/wiki/%C3%89pernay
Dormans	2,148	https://fr.wikipedia.org/wiki/Dormans
Château-Thierry	4,995	https://fr.wikipedia.org/wiki/Ch%C3%A2teau-Thierry
La Ferté-sous-Jouarre	4,105	https://fr.wikipedia.org/wiki/La_Fert%C3%A9-sous-Jouarre
Meaux	9,000	https://fr.wikipedia.org/wiki/Meaux
Paris		
Pontoise	5,419	https://fr.wikipedia.org/wiki/Pontoise
Magny-en-Vexin	1,530	https://fr.wikipedia.org/wiki/Magny-en-Vexin
Rouen	96,002	https://fr.wikipedia.org/wiki/Rouen
Yvetot	9,083	https://fr.wikipedia.org/wiki/Yvetot
Lille Bonne	3,671	https://fr.wikipedia.org/wiki/Lillebonne
Harfleur	1,611	https://fr.wikipedia.org/wiki/Harfleur
Le Hevre	27,154	https://fr.wikipedia.org/wiki/Le_Havre

There is a Wikipedia page for each of the towns and cities in English and in French. I found the French pages to be much more informative and relied mostly on those sources. I do not read French, so I opened each page using Google Chrome which includes translation functions. I found the translations easily readable in English.

APPENDIX 2: CASSINI MAPS

The individual Cassini maps

Sheet Number	Title	Year Surveyed	Year Published
Central Route			
161	Landau - Wissembourg	1755-1762	1763-1766
162	Strasbourg	1760-1767	1768-1770
142	Nancy	1754-1763	1758-1760
111	Toul	1756-1759	1759
80	Châlons	1754-1758	1757
79	Reims	1757-1759	1758-1760
44	Soissons	1750-1752	1757
45	Meaux	1750-1752	1757
1	Paris	1749-1755	1756
2	Beauvais	1751	1756
25	Rouen	1756	1757
24	Yvetot	1757	1759
60	Le Havre	1757	1757
Southern Route			
163	Colmar	1757-1760	1760-1761
143	Mirecourt - Epina	1754-1762	1761-1762
142	Nancy	1754-1763	1758-1760
Northern Route			
161	Landau - Wissembourg	1755-1762	1763-1766
141	Metz	1757-1762	1763-1766
79	Reims	1757-1759	1758-1760
110	Verdun	1754-1759	1760
80	Chalons-sur-Marne	1754-1758	1757
Source: https://fr.wikipedia.org/wiki/Carte_de_Cassini			

The Cassini maps hosted at the Library of Congress

Sheet Number	Title	URL (link to image)
Central Route		
161	Landau - Wissembourg	https://www.loc.gov/resource/g5830m.ghl00001/?sp=166
162	Strasbourg	https://www.loc.gov/resource/g5830m.ghl00001/?sp=167
142	Nancy	https://www.loc.gov/resource/g5830m.ghl00001/?sp=148
111	Toul	https://www.loc.gov/resource/g5830m.ghl00001/?sp=116
80	Châlons	https://www.loc.gov/resource/g5830m.ghl00001/?sp=83
79	Reims	https://www.loc.gov/resource/g5830m.ghl00001/?sp=82
44	Soissons	https://www.loc.gov/resource/g5830m.ghl00001/?sp=46
45	Meaux	https://www.loc.gov/resource/g5830m.ghl00001/?sp=47
1	Paris	https://www.loc.gov/resource/g5830m.ghl00001/?sp=1
2	Beauvais	https://www.loc.gov/resource/g5830m.ghl00001/?sp=2

25	Rouen	https://www.loc.gov/resource/g5830m.ghl00001/?sp=26
24	Yvetot	https://www.loc.gov/resource/g5830m.ghl00001/?sp=25
60	Le Havre	https://www.loc.gov/resource/g5830m.ghl00001/?sp=63
Southern Route		
163	Colmar	https://www.loc.gov/resource/g5830m.ghl00001/?sp=168
143	Mirecourt - Epina	https://www.loc.gov/resource/g5830m.ghl00001/?sp=149
142	Nancy	https://www.loc.gov/resource/g5830m.ghl00001/?sp=148
Northern Route		
161	Landau - Wissembourg	https://www.loc.gov/resource/g5830m.ghl00001/?sp=166
141	Metz	https://www.loc.gov/resource/g5830m.ghl00001/?sp=146
110	Verdun	https://www.loc.gov/resource/g5830m.ghl00001/?sp=115
79	Reims	https://www.loc.gov/resource/g5830m.ghl00001/?sp=82
80	Chalons-sur-Marne	https://www.loc.gov/resource/g5830m.ghl00001/?sp=83
Note: The map number and the image number used by the Library of Congress are not generally the same.		

The Cassini maps hosted at the National Library of France

Sheet Number	Title	URL (link to image)
Central Route		
161	Landau - Wissembourg	https://gallica.bnf.fr/ark:/12148/btv1b53095189f/f1.item.zoom
162	Strasbourg	https://gallica.bnf.fr/ark:/12148/btv1b530952082/f1.item.zoom
142	Nancy	https://gallica.bnf.fr/ark:/12148/btv1b530952171/f1.item.zoom
111	Toul	https://gallica.bnf.fr/ark:/12148/btv1b53095241k/f1.item.zoom
80	Châlons	https://gallica.bnf.fr/ark:/12148/btv1b53095244x/f1.item.zoom
79	Reims	https://gallica.bnf.fr/ark:/12148/btv1b530951918/f1.item.zoom
44	Soissons	https://gallica.bnf.fr/ark:/12148/btv1b530951505/f1.item.zoom
45	Meaux	https://gallica.bnf.fr/ark:/12148/btv1b53095173b/f1.item.zoom
1	Paris	https://gallica.bnf.fr/ark:/12148/btv1b53095162g/f1.item.zoom
2	Beauvais	https://gallica.bnf.fr/ark:/12148/btv1b53095162g/f1.item.zoom
25	Rouen	https://gallica.bnf.fr/ark:/12148/btv1b530951611/f1.item.zoom
24	Yvetot	https://gallica.bnf.fr/ark:/12148/btv1b53095160k/f1.item.zoom
60	Le Havre	https://gallica.bnf.fr/ark:/12148/btv1b53095165t/f1.item.zoom
Southern Route		
163	Colmar	https://gallica.bnf.fr/ark:/12148/btv1b53095271t/f1.item.zoom
143	Mirecourt - Epina	https://gallica.bnf.fr/ark:/12148/btv1b530952332/f1.item.zoom
142	Nancy	https://gallica.bnf.fr/ark:/12148/btv1b530952171/f1.item.zoom
Northern Route		
161	Landau - Wissembourg	https://gallica.bnf.fr/ark:/12148/btv1b53095189f/f1.item.zoom
141	Metz	https://gallica.bnf.fr/ark:/12148/btv1b53095199v/f1.item.zoom

110	Verdun	https://gallica.bnf.fr/ark:/12148/btv1b530951238/f1.item.zoom
79	Reims	https://gallica.bnf.fr/ark:/12148/btv1b530951918/f1.item.zoom
80	Chalons-sur-Marne	https://gallica.bnf.fr/ark:/12148/btv1b53095244x/f1.item.zoom
You will find an internet landing page at this link: https://gallica.bnf.fr/html/und/cartes/france-en-cartes/la-carte-de-cassini The page is in French. I used Google Chrome to translate it to English. The page contains a list of all the maps by sheet number and a dynamic map that facilitates quick access to the different sheets.		

The Cassini maps published in 1815, "New Edition"

Sheet Number	Title	URL (link to image)
Central Route		
161	Landau - Wissembourg	https://gallica.bnf.fr/ark:/12148/btv1b77118339/f1.item.zoom
162	Strasbourg	https://gallica.bnf.fr/ark:/12148/btv1b7711834q/f1.item.zoom
142	Nancy	https://gallica.bnf.fr/ark:/12148/btv1b7711815c/f1.item.zoom
111	Toul	https://gallica.bnf.fr/ark:/12148/btv1b77117848/f1.item.zoom
80	Châlons	https://gallica.bnf.fr/ark:/12148/btv1b77117544/f1.item.zoom
79	Reims	https://gallica.bnf.fr/ark:/12148/btv1b7711753q/f1.item.zoom
44	Soissons	https://gallica.bnf.fr/ark:/12148/btv1b7711721r/f1.item.zoom
45	Meaux	https://gallica.bnf.fr/ark:/12148/btv1b77117225/f1.item.zoom
1	Paris	https://gallica.bnf.fr/ark:/12148/btv1b7711505z/f1.item.zoom
2	Beauvais	
25	Rouen	
24	Yvetot	https://gallica.bnf.fr/ark:/12148/btv1b77117010/f1.item.zoom
60	Le Havre	https://gallica.bnf.fr/ark:/12148/btv1b7711735s/f1.item.zoom
Southern Route		
163	Colmar	https://gallica.bnf.fr/ark:/12148/btv1b77118354/f1.item.zoom
143	Mirecourt - Epina	https://gallica.bnf.fr/ark:/12148/btv1b7711816s/f1.item.zoom
142	Nancy	https://gallica.bnf.fr/ark:/12148/btv1b7711815c/f1.item.zoom
Northern Route		
161	Landau - Wissembourg	https://gallica.bnf.fr/ark:/12148/btv1b77118339/f1.item.zoom
141	Metz	https://gallica.bnf.fr/ark:/12148/btv1b7711813j/f1.item.zoom
110	Verdun	https://gallica.bnf.fr/ark:/12148/btv1b7711783v/f1.item.zoom
79	Reims	https://gallica.bnf.fr/ark:/12148/btv1b7711753q/f1.item.zoom
80	Chalons-sur-Marne	https://gallica.bnf.fr/ark:/12148/btv1b77117544/f1.item.zoom

ADDITIONAL REFERENCES

Physical map of France : https://www.freeworldmaps.net/europe/france/france-physical-map.jpg

Triangular map of all France

- https://gallica.bnf.fr/ark:/12148/btv1b53095291n/f1.item.zoom
- https://gallica.bnf.fr/ark:/12148/btv1b55000351b/f1.item.zoom

Index : https://gallica.bnf.fr/html/und/cartes/france-en-cartes/la-carte-de-cassini

History of the Cassini maps

- https://fr.wikipedia.org/wiki/Carte_de_Cassini
- https://catnaps.org/cassini/cart.html
- https://en.wikipedia.org/wiki/Cassini_map
- https://fr.wikipedia.org/wiki/C%C3%A9sar-Fran%C3%A7ois_Cassini

A Table of Assembly or index for the individual Cassini maps was published in 1797. It provided the plate number (in the upper left corner of the respective rectangle) and the date of publication (in the upper right corner) :

- https://www.davidrumsey.com/luna/servlet/workspace/handleMediaPlayer?qvq=&trs=&mi=&lunaMediaId=RUMSEY~8~1~25806~930092

Wheelwright (*charron*) : https://artflsrv03.uchicago.edu/philologic4/encyclopedie0521/navigate/20/2/

Freight wagons : https://en.wikipedia.org/wiki/Wagon

Wagons : https://en.wikipedia.org/wiki/Front_axle_assembly

Saddler-coachbuilder's workshop : https://artflsrv03.uchicago.edu/philologic4/encyclopedie0521/navigate/26/8/

Horse harnesses : https://artflsrv03.uchicago.edu/philologic4/encyclopedie0521/navigate/19/18/

Alternate Routes

- https://fr.wikipedia.org/wiki/Kaysersberg
- https://fr.wikipedia.org/wiki/Saint-Di%C3%A9-des-Vosges
- https://en.wikipedia.org/wiki/Bitche
- https://fr.wikipedia.org/wiki/Bitche
- https://fr.wikipedia.org/wiki/Citadelle_de_Bitche
- https://fr.wikipedia.org/wiki/Pays_de_Bitche
- https://fr.wikipedia.org/wiki/Sarreguemines
- https://fr.wikipedia.org/wiki/Forbach
- https://fr.wikipedia.org/wiki/Saint-Avold
- https://fr.wikipedia.org/wiki/Metz
- https://fr.wikipedia.org/wiki/Verdun
- https://fr.wikipedia.org/wiki/Clermont-en-Argonne
- https://fr.wikipedia.org/wiki/Sainte-Menehould
- https://fr.wikipedia.org/wiki/Trois-%C3%89v%C3%AAch%C3%A9s
- https://en.wikipedia.org/wiki/Vosges
- https://fr.wikipedia.org/wiki/Massif_des_Vosges
- https://en.wikipedia.org/wiki/Belfort_Gap
- https://fr.wikipedia.org/wiki/Col_du_Bonhomme_(massif_des_Vosges)
- https://fr.wikipedia.org/wiki/Vosges_du_Nord
- https://en.wikipedia.org/wiki/Palatinate_Forest
- https://de.wikipedia.org/wiki/Wasgau