



KNOW YOUR ROOTS

Mary Durland, Author/Researcher

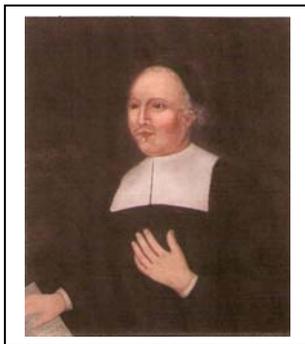
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WHERE IT ALL BEGAN AND WHERE IT ENDED

In the early 1600s over 7100 families, mostly Puritans, in 250 ships left for the new world to escape religious persecution. Within those dates, specifically in 1629, was John Winthrop, a wealthy English Puritan who led a group to New England when the anti-Puritan King Charles I began a crackdown on non-conformist religious thought. He and his group settled in New England in Boston.



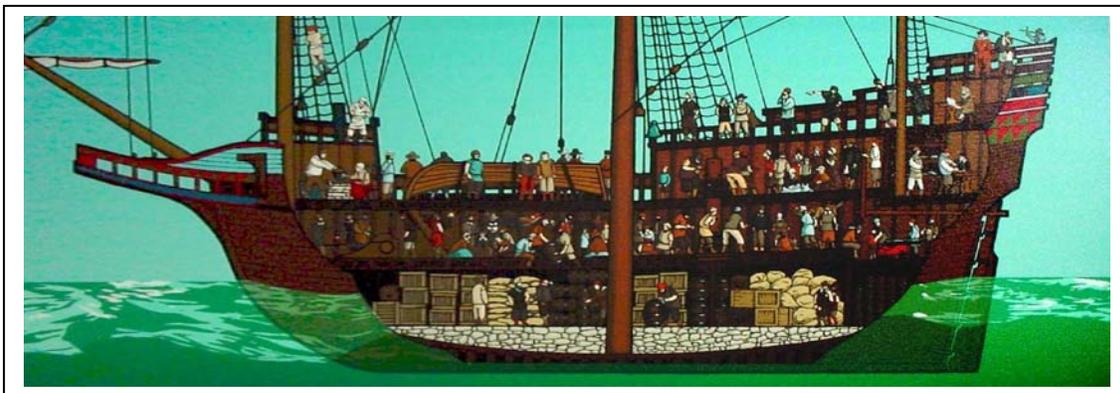
Our history also begins during this time frame at St. Stephen* Coleman Street Church, London, with John Davenport who in the early 17th century had become disenchanted with the direction of the English church. Many parishioners of St. Stephen sought reforms of the established Church of England but the king continued with additional persecution and restrictions. John Davenport was a Vicar at St. Stephen but because of his Puritan leanings and beliefs he was not allowed to preach. It was through John Davenport our ancestry began for he resigned from the church and started to organize a move to the new world. He fled to Amsterdam, Holland to escape the disapproval of the crown and formed a group of followers that were to be the establishment of a new state in the new world. Remember this incident for it becomes an ironic twist to my story.

This group was a remarkable body of men. They were not simple folk as others before them. They had wealth and position and some were very well educated but they also disagreed with the king and his restrictions. Among those in the group was our **Jasper Crane**, our ancestor, and this is all about his journey to the new world and when he began his public life. As much as is known about his future public life, there is very little published about his personal life. The date of his birth is not fixed but is approximate between the years of 1602 and 1605. It is said in one account that he could have lived in London and also could have been one of the sons of Josiah Crane but none of this has been authenticated. However, he was an educated man and he had the funds as this was expected of everyone on the passenger list.

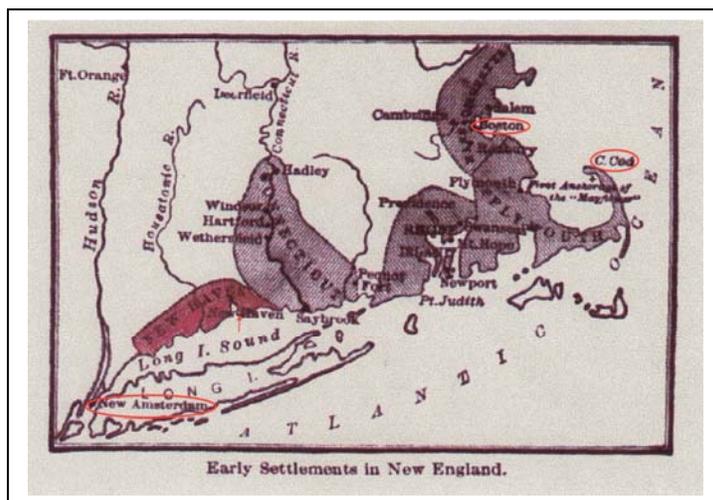


The ship selected by Davenport was the Hector, a new vessel of 250 tons, which had already made one voyage to the new world. It was all ready to sail in January of 1637 but could not leave until May so it arrived in Boston from London, England on June 26, 1637. Below is a picture of an authentic replica of the ships of this period because no known picture of the Hector is available. While Jasper Crane is our closest ancestor through Harry Durland's grandmother, Mary Ann Crane, there was another of our ancestors on the same ship. His name is John Budd and he was our ancestor through Dorothy Abigail Budd, mother of Sarah Youngs, who was the wife of William Dorland Jr. Imagine my surprise when I saw the names of the two passengers who are our kin in the same boat, one of Crane, one of Durland.

These passengers of the Hector, this exceptionable body of men who had wealth and position at home, sold all their possessions to start a new life. How dedicated they must have been to their principles to completely uproot themselves. How little they could take with them.



Although Davenport and his group landed in Boston, where John Winthrop had settled, this was not to be their final destination. Because Davenport admired the freedom of the Dutch in Amsterdam, Holland, they went over to New Amsterdam and asked that they take them in. In exactly these words as officially noted, the Dutch “threw them out.” Instead they went to New Haven. That is the end of the journey and the beginning of Jasper Crane's extensive public life. So in the year 1637 our history began in the new world.



What if New Amsterdam had taken them in? Jasper Crane married Alice Leave and had six children; among them was Azariah who married Mary Treat. I marvel at the coincidences in our history and our ancestry, and how it is all linked together.

**St. Stephen was destroyed by fire in 1666, rebuilt by Christopher Wren, and destroyed again by bombing in 1940 and never rebuilt.*

(Webmaster & Technical Advisor: Jerry Larkin)