

DICKINSON COUNTY HISTORY – TRANSPORTATION – BOATS AND OTHER WATERCRAFT

[Compiled and Transcribed by William J. Cummings]

BOATS

LAUNCHES

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 9, Number 32 [Thursday, December 29, 1904], page 1, column 2

Bought a Launch.

Louis W. Johnson, the jeweler, has placed an order with a St. Joseph, Mich., boat building concern for a launch with which he will navigate the raging Menominee. The launch will be twenty-two feet in length and the motive power will be supplied by a four horse power gasoline engine of the latest pattern.

THE SINKING OF THE TITANIC – LOCAL CONNECTIONS

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 16, Number 48 [Thursday, April 18, 1912], page 1, column 3

HORROR OF OCEAN

FOUR PASSENGERS WERE ENROUTE TO VISIT RELATIVES HERE.

Three Reported Saved and One Lost; Latest of Reports State Over 1300 Lives Are Lost.

First cabin passengers.....325
Second cabin passengers.....285

Third cabin passengers.....710

Total number passengers.....1,320

Members of the crew.....800

Total passengers and crew.....2,180

Number of known survivors.....868

Number probably perished.....1,312

As a result of the great ocean wreck, the loss of the steamship Titanic, several Iron Mountain homes are mourning. Among the passengers coming to this city were:

Mrs. Agnes Davies and two sons – Joseph Charles Nichols and John Morgan Davies – aunt and cousins of Frank Uren. The records show that Mrs. Davies and son John are among the saved. Joseph, a son by Mrs. Davies first husband, is reported missing.

Miss Lillie McDermott, neice [*sic* – *niece*] of Nicholas Roberts and Mrs. Jessie Pridham, is also reported among the saved.

It is said that several other Iron Mountain people were due to sail on the Titanic, but their names cannot be found among the list of passengers and it is hoped that they decided to take passage on another steamship.

Mrs. A. Davis [*sic* – *Davies*], Joseph Nichols and John N. Davis [*sic* – *Davies*], of St. Ives, Wales, mother, brother and stepbrother of James Nichols, of Calumet, were passengers on board the Titanic, on their way to visit this country. The names of Mrs. Davis [*sic* – *Davies*] and Mr. Davis [*sic* – *Davies*] appear on the list of survivors, but Nicholas [*sic* – *Nichols*] is probably lost. No news has been received concerning Miss Agnes Sincock, of Hancock, who also was a passenger.

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More than 1,300 persons sank to death early on the 15th, when within four hours after she crushed into an iceberg, the mammoth White Star liner steamer Titanic, bound from Liverpool to New York on her maiden voyage, went to the bottom off the Newfoundland banks. Of the approximately 2,200 persons on board the giant liner, some of them of world-wide prominence, only 675 are known to have been saved.

Accepting the early estimates of the fatality list as accurate, the disaster is the greatest in the marine history of the world. Nearest approaching it in magnitude were the disasters to the steamer Atlantic in 1873, when 574 lives were lost and to LaBourgogne in 1898, with a fatality list of 571.

Out of eight Wisconsin people aboard the Titanic, five names, those of women, are included among the saved, as follows: Mrs. E.G. Crosby and Miss Harriet Crosby, Milwaukee; Mrs. W.B. Silvey, Superior; Mrs. W.E. Minahan, Fond du Lac; Miss Daisy Minahan, Green Bay. Captain E.G. Crosby, president and general manager of the Crosby Transportation company, of Milwaukee; Dr. W.E. Minahan, of Fond du Lac, and W.B. Silvey, of Superior, are yet to be accounted for.

A fortune teller, it is said, told Dr. W.E. Minahan, of Fond du Lac, a reported victim of the Titanic disaster, that he would lose his life on his second trip abroad. The doctor before sailing with his wife and sister, who are among the saved, increased his insurance \$35,000. He was returning from his second trip.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 16, Number 49 [Thursday, April 25, 1912], page 1, column 4

VICTIMS OF THE TITANIC.

William Skoog and Family Were Among the Lost Passengers.

It is supposed that Mr. and Mrs. William Skoog and four children, three boys and one girl, who formerly resided on West F street, were lost in the Tintanic [*sic* – *Titanic*] disaster.

Among the list of third-class passengers reported last [*sic* – *lost*] was William Skoog and family.

Mr. and Mrs. Skoog and children left Iron Mountain last November for Sweden with the intention of remaining in that country. They had sold their house and furniture, all except a piano, which they left with a neighbor to be sold if an opportunity presented itself. But letters received recently by relatives of the family stated that they would return to Iron Mountain and expected to reach here in ample time for Mr. Skoog to start work as a fireman at the Pewabic mine on May 1st. In one letter to Swan Swanson he stated that he would take passage on the Titanic and his friends have no doubt that Mr. Skoog and family were among those who perished.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 16, Number 50 [Thursday, May 2, 1912], page 4, column 1

WRECK OF TITANIC

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Heart-Rending Story Related Mrs. Davis, With Relatives Here.

Mrs. Agnes Davies and son, John Morgan Davies, aunt and nephew of Frank Uren, have arrived in Calumet. They were among the number saved from the Titanic. They showed the strain which they have been under since the accident which sent the leviathan of the sea to the bottom.

The story told by Mrs. Davies is most pathetic and as she recounted briefly the terrible affair, tears streamed down her cheeks and it was with great difficulty that she was able to bear up. "I broke up my home in England to please my son, who thought there were better opportunities in this country. The poor fellow! To think that he was only twenty years old, coming to America to make a name for himself and then be cut off from life in a few short hours.

"We had retired about eleven o'clock, but were still awake when the impact was felt. My son told us to hurry and dress and I immediately set about getting little John Morgan ready. You see he is a mere bit of a child and not yet nine years old. The ship must have struck about twelve o'clock and at once we were lowered over the boat's side into the water, the lifeboat in which I was placed being the third to leave the ship. We were in the boats until six o'clock Monday morning.

"I called to my son to follow, but the officers of the ship threatened to shoot any man who attempted to get in the boat[.] We were then cast off and the last I saw of my boy he was throwing kisses at the little fellow here and myself and assuring us that he would be saved. There was plenty of room in our boat if the officers would only have permitted him to enter."

Mrs. Davies is a widow, her second husband having died two years ago. "We expected to be so happy with the family

together once more but it is worse than before," said Mrs. Davies.

"Through all this time we had received no warning from the steward, no orders to prepare for anything like what we were to experience. Had it not been for our own anxiety and curiosity to learn what was going on we might have perished. We went on deck about 12:15 and my son and myself were placed in the third lifeboat. My older son, Joseph, helped place us into the boat and asked permission to enter it himself, this being refused with the threat that he would be shot if he attempted to get in. I pleaded with the officers in vain, that he be allowed to come with me. There were about fifty in the boat, but there was room for more. After we were lowered away and before the boat left the ship some men entered it by sliding down the davit ropes.

"I saw one man shot at while he was getting into our boat. More than half of those in our boat were men, nearly all of them sailors and members of the crew, many being firemen.

"All the men didn't have permission of the officers to enter the boat, either. When I got into the boat I found a lot of men lying down in the bottom, some of them stretched out under the seats."

Mrs. Davies had been reminded [*sic reminded*] of the fact that it was in this boat that it was supposed Ismay, one of the officers of the White Star line, escaped in. She said this may have been true, but she did not know him by sight. She stated that she had a good view of the men in the lifeboat as they climbed up the ladders into the Carpathia, but that all of the men seemed to be members of the crew.

"The men in charge of the boat rowed as hard as they could to get away from the ship," continued Mrs. Davis [*sic – Davies*]. "By the time she sank, which was at 1:45, it seemed as if we were miles away, although

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I could hear the screams, cries and moaning of the drowning passengers. When the men in the boat learned that one of my sons was on the steamer and would not be saved they formed a line before me so I could not see the ship as she plunged beneath the waves. I saw her sinking gradually, however, till near the end, and watches as row after row of lights went out of sight. It was awful, terrible.”

Mrs. Davies says the survivors remained in the lifeboats about five hours before being picked up by the Carpathia. Mrs. Davies says there was *[sic – were]* no hardships beyond what might be expected, in her boat, as all seemed to have sufficient clothing. On the Carpathia everything possible was done for the saved. At New York the White Star line people gave the the *[sic]* survivors each a ticket to their destination and five dollars in cash. Berths were also provided.