

# THE SINKING OF THE TITANIC – LOCAL CONNECTIONS

[Transcribed by William J. Cummings]

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

among the list of passengers and it is hoped that they decided to take passage on another steamship.

## 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.....	<u>710</u>
Total number passengers.....	1,320
Members of the crew.....	<u>800</u>
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

**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.

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**

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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.

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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.

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### 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

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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 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.

**THE WILLIAM [WILHELM] AND  
ANNA BERNHARDINA  
(KARLSSON) SKOG FAMILY**

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## LOCAL VICTIMS OF THE TITANIC SINKING ON APRIL 15, 1912



*Wilhelm and Anna Bernhardina (Karlsson) Skog were married in or near Skara, Västra Götaland County, Västergötland Province, Sweden, around 1900. Shortly after their wedding, the couple emigrated from Sweden to the United States, coming to Iron Mountain, Michigan. On the back of this wedding photograph, taken by Charlotte Hermanson, of Skara, written in a bold hand is the identification: Wilhelm – Anna Skog. [John and Carol Meyer]*

The horror of the sinking of the *Titanic* in the North Atlantic Ocean on April 15, 1912 after colliding with an iceberg during her maiden voyage from Southampton, England, to New York City, was brought

home to the community when reading the following article in the April 25, 1912, edition of the *Iron Mountain Press*:

### 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 [*sic – two boys and two girls*], who formerly resided on West F street [*sic*], 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.

There is limited information available about the William Skoog [*Wilhelm Skog*] family locally.

**William Skoog** was listed as a miner residing at **501 East D Street**, the owner of his house, on page 144 of *J.W. Shannon & Co.'s Directory of Iron Mountain for 1905-06*. On page 181 of *The Inter-State Directory Company's Directory of Iron Mountain and Norway and Dickinson*

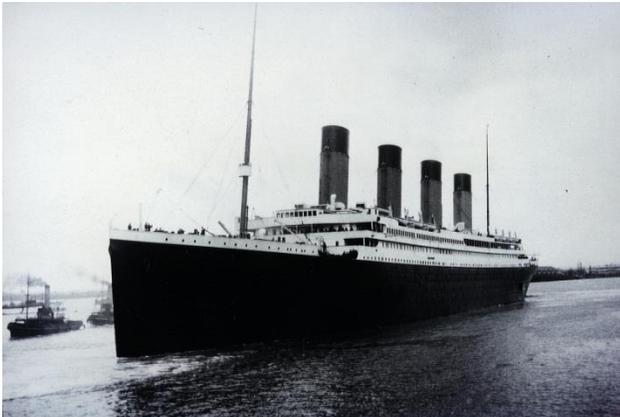
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*County Gazetteer For the Years 1907-1908*, **William Skoog**, a fireman, and his wife, **Anna**, were still residing at **501 East D Street**.

The following information was gleaned from various websites dealing with the *Titanic* disaster.

Researchers have unearthed considerable data regarding the 1,514 victims who lost their lives on the maiden voyage of the world's largest ship afloat at the time with 2,223 people aboard. The *Titanic*, built between 1909 and 1911 by the Harland and Wolff shipyard in Belfast, Ireland, was one of three Olympic class ocean liners operated by the White Star Line.



**William [Wilhelm] Skoog** was born Saturday, April 6, 1872, in Forshem, Sweden, the son of **Anders Johanson** and his wife.

**William [Wilhelm]** married **Anna Bernhardina Karlsson** in Sweden. Anna was born Friday, November 13, 1868.

William and Anna probably emigrated to the United States of America sometime before the birth of their first child, **Karl Thorsten**, who was born Friday, July 13, 1900. A daughter, **Mabel**, born Tuesday, July 22, 1902, was the Skoog's second child. A second son, **Harald**, was born Wednesday, August 22, 1906, and their fourth child, another daughter, **Margit**

**Elizabeth**, was born Thursday, April 14, 1910.

The Skoog family lived in Iron Mountain, where William was a miner and fireman at the **Pewabic Mine**.

The family decided to leave Iron Mountain and return to Sweden in November, 1911, but, regretting the move after a few months, decided to return. Upon their return to the old country, the Skoogs were living in Hällekis, Västergötland, Sweden, upon their return to the old country. William and Anna persuaded two of William's relatives, **Ellen Natalia Petterson** and **Jenny Lovisa Henriksson**, to return with them to Iron Mountain.

**Ellen Natalia Petterson** was born Wednesday, July 19, 1893, the daughter of **Gustaf Petterson**, of Hällekis property, Hällekis, Västergötland, Sweden.

Ellen Petterson, 18, was cousin to Jenny Henriksson and related to Wilhelm Skoog and his family. She lived with relatives in Stockholm. For a long time she and Jenny had dreamed of America, but without results.

**Jenny Lovisa Henriksson**, 28, was born December 21, 1883, the daughter of **Per Henrik Larsson** and his wife from Härlingstorp, Axvall, Västergötland, Sweden.

Jenny Henriksson had lately been a maid to C. Pählman, senior accountant at the National Bank in Stockholm, Sweden, but she had earlier been housekeeper to the Lustig family in Skara, and thus knew the siblings Kurt Arnold Gottfrid and Dagmar Bryhl.

Thus, the traveling party consisted of William and Anna and their four children, and the two women mentioned above.

The group travelled from Stockholm to Gothenburg, Sweden's second largest city and largest seaport of the Nordic countries, located on the southwestern coast on the North Sea. They landed in Kingston on

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Hull, usually referred to simply as Hull, which stands on the River Hull at its junction with the Humber Estuary 25 miles inland from the North Sea. Hull is in East Riding County, Yorkshire, England. From Hull the voyagers went to Southampton, the largest city in Hampshire County on the south coast of England, where they boarded the *Titanic* on Wednesday, April 12, 1912. Southampton's tradition as a port of departure for luxury cruising began in 1840. This port was also the point of departure for the Pilgrim Fathers aboard the *Mayflower* in 1620.

The Skoog family's ticket number was 347088, a third class ticket which included the entire family for £27 18s. Jenny and Ellen also had a third-class ticket, 347087, numbered one less than the Skoog family's ticket, which cost £7 15s 6d.

Jenny and Ellen's destination was **805 East A Street**, Iron Mountain, to the home of **Olaf Rask**.

[NOTE: The information given on various websites state that Jenny and Ellen "were travelling to Olaus Rask, 805 East 2d St Iron Mountain, Michigan." In the *Directory of the Cities of Iron Mountain and Norway and Villages of Quinnesec and Vulcan, Mich., with a List of the Residents of Niagara, Wis. 1902-1903* Clorf Rask was listed at 805 East A Street in the street index, but was found at 809 East A Street in the alphabetical listing which noted he was a laborer. In *The Inter-State Directory Company's Directory of Iron Mountain and Norway and Dickinson County Gazetteer For the Years 1907-1908*, Olaf Olson, a laborer, and his wife Marie Olson lived at 805 East A Street. In the *Directory of the Cities of Iron Mountain and Norway and Dickinson County with a List of Residents of Homestead, Wisconsin 1913*, Olaf Rosk, a laborer, lived with his wife Marie at 805 East A Street. In *Polk's Iron Mountain and Dickinson County Direcctory 1925*, Amanda Rask, widow of Olaf Rask, lived at 805 East

A Street. It would appear that Jenny and Ellen's destination was 805 East A Street, Iron Mountain, at the home of Olaf Rask and his wife Marie.]

Third class tended to be families emigrating to the United States from Sweden, Ireland, Belgium and England. In many cases they had sold all they had to afford the passage on *Titanic* and to allow them a little savings to get started in America. Initially, many were going to stay with relatives who had already gone out and established themselves in cities like Philadelphia and Chicago. Within third class there were different standards of accommodation. The average price for a ticket was around £7 although many were travelling on family tickets costing from £25 to £40. A typical example would be the Skoog family from Vastergotlan in Sweden. William and Anna Skoog and their four children had been living in Michigan but returned home to Sweden. They regretted the decision and decided to go back. The children were 11, 9, 5 and 2. The Skoogs had persuaded two relatives to join them. They had journeyed from Sweden to Hull in the North of England and travelled south to board *Titanic* at Cherbourg [*sic* – *Southampton*]. All were lost in the disaster.

William Skoog was 40 years old; Anna Skoog, 43; Karl Thorsten Skoog, 10; Mabel Skoog, 9; Harald Skoog, 5; Margit Elizabeth Skoog, 2; Ellen Pettersson, 28; and Jenny Henriksson, 28.

The Cable Ship (C.S.) *Mackay-Bennett* was the first of four ships chartered by the White Star Line to search for bodies in the aftermath of the sinking. Even as the *Carpathia* was steaming to New York from the wreck site, the *Mackay-Bennett* was being contracted by the White Star Line at a rate of \$550 per day. Owned by the Commercial Cable Company, the *Mackay-Bennett* sailed under the command of **Captain Frederick Harold Larnder**. On board were **Canon Kenneth Cameron**

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**Hind** of All Saints Cathedral, Halifax, and **John R. Snow, Jr.**, the chief embalmer with the firm of John Snow & Co., the province of Nova Scotia's largest undertaking firm, hired to oversee the arrangements.

The *Mackay-Bennett* sailed from the wharf at 155-157 Upper Water Street, Halifax, Nova Scotia at 12:28 p.m. on Wednesday, April 17, 1912. Upon reaching the wreck site, it quickly became apparent that there were far more bodies floating in the ocean than anyone had expected. It did not take long for White Star Line officials to conclude that a second vessel would be required and arrangements were made to charter the cable steamer *Minia* to assist the *Mackay-Bennett*.

At 7 p.m. on April 23, the *Mackay-Bennett* lay briefly alongside the Allan Line's *Sardinian*, **Captain Robert McKillop** (en route to Saint John, New Brunswick) to collect additional canvas to wrap or bury bodies.

Just after midnight on Friday, April 26, the *Mackay-Bennett* met with the *Minia* and transferred additional embalming supplies at daybreak. The ship then departed for Halifax. After seven days of searching, the *Mackay-Bennett* recovered a total of 306 bodies (body numbers 1 to 306). Of these, 116 were buried at sea and of this number, only 56 were identified. Some 190 bodies remained on board – almost twice as many as there were caskets available.

The *Mackay-Bennett* arrived at "Flagship Pier" at North Coaling Jetty No. 4, HM Dockyard, Halifax, early on the morning of April 30, 1912. She arrived at the pier to unload her cargo around 9:30 a.m.

It has been suggested that only those bodies which could be identified or were in good enough condition for embalming were kept on board the *Mackay-Bennett*, but there is apparently no evidence for this. It appears that, while class had been a factor, the vessel was simply ill prepared for the

number of bodies that were found. Once additional supplies were obtained from the *Sardinian* on the evening of April 23, 1912, all burials at sea stopped and all bodies were kept regardless of class, identification or state. No sea burials occurred after April 24, 1912.

**Jenny Henriksson** was probably body #3 in the list, but for years the body remained unidentified. The clothes had the mark "J H" and Jenny was the only one on board with those initials. The description includes a cholera belt. She seemed to have been afraid of that sickness and carried such a belt. The belt was made of cloth, had pockets for cash and was impregnated with an ill-smelling fluid to keep cholera away. Her body was taken to Halifax and buried in Fairview Cemetery, Halifax, Nova Scotia, Canada.

The Mansion House Fund paid 875.52 Kr (£48) to William's parents. Initially, 911 Kr (£50) in damage claims were paid to his parents, plus an additional payment of 350 kr paid 28 June 1917. William's father was not satisfied with the damage claims paid by White Star and with an American lawyer had his own private lawsuit against the company and refused to pay the ministry of foreign affairs any payments for their lawyer.

The Mansion House Fund paid 874.08 Kr (£48) to the parents of Ellen Pettersson and 455.50 Kr (£25) damage claims were paid to her parents on July 15, 1914.

The Mansion House Fund paid 875.52 Kr (£48) to the parents of Jenny Henriksson, and 911 Kr (£50) damage claims were paid to her father on May 4, 1914.

[Researched and written by William J. Cummings quoting sources from various websites, city directories and the Iron Mountain Press.]