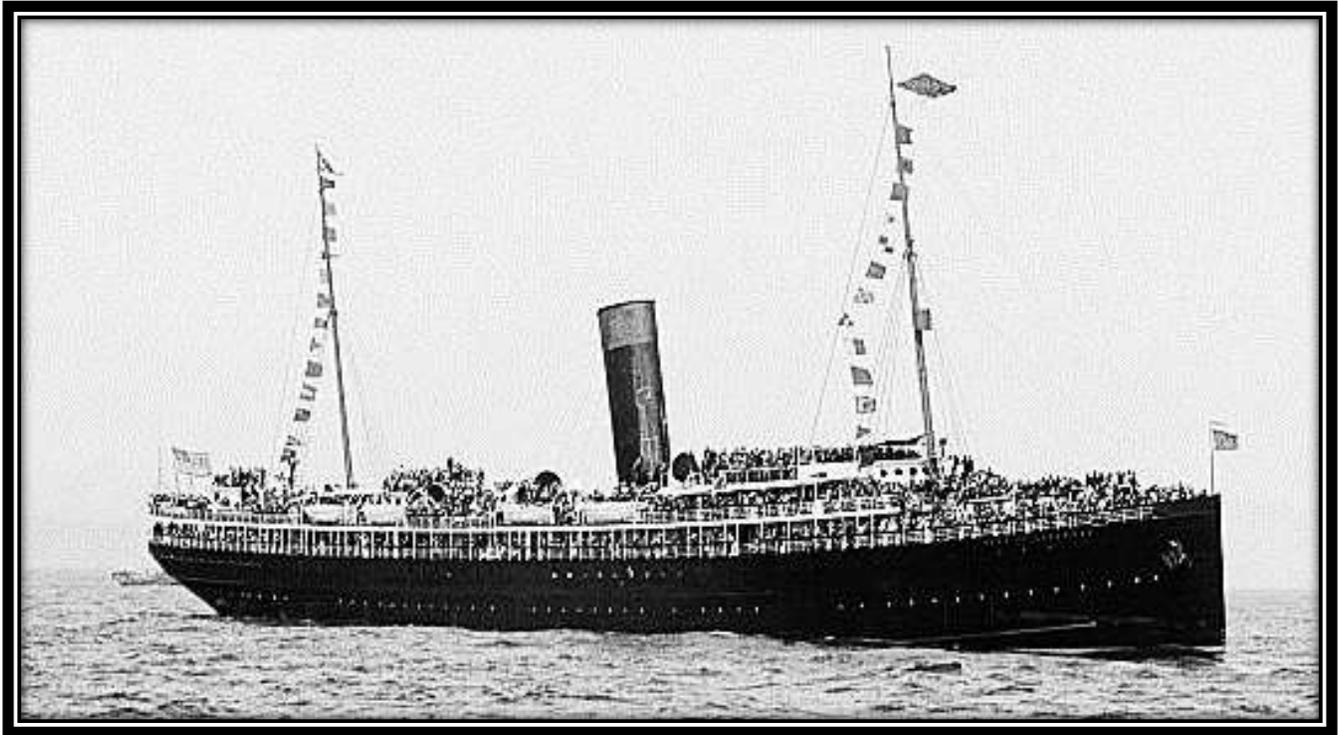


# **MENOMINEE RANGE MEMORIES 39: GILBERT V. CARPENTER, VICTIM OF A WORLD WAR I U-BOAT ATTACK OFF THE NEW JERSEY COAST**

By William J. Cummings, Menominee Range Historical Foundation Historian



*After more than two and a half years of efforts by President Woodrow Wilson to keep the United States out of the Great War (World War I), the nation officially entered the conflict on April 6, 1917.*

*Fourteen months later, on June 2, 1918, the SM U-151, the first German U-boat to operate in United States territory during the war, sank six ships and damaged two others off the coast of New Jersey in the space of a few hours in what is known as “Black Sunday.”*

*Among the ships sunk by torpedo was the SS Carolina, a Puerto Rican passenger vessel, pictured above when called the SS City of Savannah. Prior to the sinking of all six ships, Captain Heinrich von Nostitz, the U-boat commander, issued a warning as to his intentions. Captain T.R. Barlow of the SS Carolina gave the order to abandon ship. There were no casualties among the 217 passengers and 113 crew members aboard the vessel, mostly citizens of Puerto Rico, including men from the Porto Rico Regiment of Infantry, when it was sunk.*

*Passenger Gilbert Vilas Carpenter, of Iron Mountain, Michigan, lost his life when the motor launch in which he left the SS Carolina capsized in a storm at night. Of the 35 people initially aboard the motor launch, Bert was one of 17 persons who were not among those rescued, and were lost at sea. Captain Carpenter, a Spanish- American War veteran and Dickinson County road engineer, was en route home from Puerto Rico where the U.S. Army Quartermaster’s Department had sent him to superintend road and street construction in a new military camp near San Juan.*

# MENOMINEE RANGE MEMORIES 39: GILBERT V. CARPENTER, VICTIM OF A WORLD WAR I U-BOAT ATTACK OFF THE NEW JERSEY COAST

By William J. Cummings, Menominee Range Historical Foundation Historian

*[NOTE: Dates, placed chronologically, are highlighted in boldface red letters for easier reading, and names of individuals and places are highlighted in boldface black letters to facilitate finding information.]*

The 39th installment of Menominee Range Memories, a series of articles by William J. Cummings, Menominee Range Historical Foundation historian, now available on the Dickinson County Library's website, is titled "Gilbert V. Carpenter, Victim of a World War I U-Boat Attack Off the New Jersey Coast."

Gilbert Vilas "Bert" Carpenter, born **December 20, 1873**, in Ishpeming, Marquette County, Michigan, was the oldest son of Dr. William Thomas and Carolina (Vilas) Carpenter.

A graduate of Iron Mountain High School, Bert enrolled at the University of Michigan in Ann Arbor in the fall of **1893**. The following year he began studying medicine at the University of Pennsylvania in Philadelphia.

Bert resumed his studies in the medical department of the University of Pennsylvania in **September, 1897**, and would have received his degree by spring of the following year.

However, with true patriotic spirit, Bert abandoned his studies in Philadelphia to join other members of Iron Mountain's Company E, Fifth Regiment of the Michigan National Guard, to serve in the Spanish-American War. Company E had arrived at Camp Eaton, Island Lake, near Brighton, Livingston County, Michigan, on **April 27, 1898**, and Bert arrived four days later, on **May 1**.

After he enlisted, Bert was assigned to the hospital service under Major Peter D. MacNaughton, surgeon. He was appointed a hospital steward with the rank of sergeant.

On **May 23, 1898**, Company E's official designation became the **34th Michigan Volunteers**.

Company E left Camp Eaton on **June 6, 1898**, traveling by train with other companies of the **Thirty-fourth** to Camp Alger, near Dunn Loring, Virginia, and arriving on **June 9**.

On **June 26, 1898**, the **34th Michigan Volunteers** left Newport News, Virginia, by rail and left Fort Monroe, Virginia, the following day, aboard the Steamer *Harvard*, for Santiago, Cuba, arriving there on **June 30**.

After the surrender of Santiago, the **34th Michigan Volunteers Regiment** suffered severe losses from Cuban fever. Seventy-five per cent of the regiment was sick and only one surgeon and one hospital steward of the medical staff, Bert, were able to care for the patients. In recognition of his service Bert was appointed assistant surgeon with the rank of captain even though he had not completed his course in medicine.

The Spanish-American War – a ten-week conflict – began on **Monday, April 25**, and ended on **Friday, August 12, 1898**.

Most members of Company E landed at Camp Wikoff, Montauk Point, Long Island, New York, on **August 23, 1898**, from Santiago, Cuba.

Major Peter D. MacNaughton was ordered to remain at Santiago and placed in charge of the hospitals of the **First**

# MENOMINEE RANGE MEMORIES 39: GILBERT V. CARPENTER, VICTIM OF A WORLD WAR I U-BOAT ATTACK OFF THE NEW JERSEY COAST

By William J. Cummings, Menominee Range Historical Foundation Historian

**Division of the Fifth Army Corps.** Will Rezin and Bert Carpenter, Dr. MacNaughton's chief assistants in hospital work, remained in Santiago briefly to assist him.

On Sunday, **August 28**, Iron Mountain pharmacist **George F. Seibert**, received a telegram stating "Lieut. O'Connell, Bert Carpenter, Will Rezin and James Davis had arrived an **Montauk Point**."

On **November 25, 1898**, Captain Carpenter and Hospital Steward Rezin left for **Calumet** to be mustered out with the regimental officers.

The following year Bert attempted to continue his medical studies at **Rush College in Chicago**. However, his system was still suffering from the effects of malaria from his service in **Cuba**, and his failing health compelled him to seek a more northern climate. He enrolled in the **University of Minnesota**, but his health gave way again and he returned to his home at **Iron Mountain** to take up "open-air" work.

Bert began working for the **Dickinson County Road Commission**. In this new field of work he regained strength.

Due to his keen interest in the work and after taking a course of study in engineering, he was appointed **Dickinson County Road Engineer** in **early November, 1905**, by the **Dickinson County Board of Commissioners** to succeed his boss, **Charles L. Baxter**, who had resigned to become an instructor at the **Michigan College of Mines** (now Michigan Technological University) in **Houghton**.

Bert retained his position for the rest of his life. His roads became known as among the best in the state.

On **July 14, 1909**, he was unanimously appointed supervising engineer for the construction of the **Upper Twin Falls Bridge** and causeways by the **Joint Commission of Florence and Dickinson Counties**. The bridge and causeways were considered an engineering challenge at the time.

Bert was one of the founders of the **Northern Michigan Road Builders' Association** and was also a member of the **American Road Builders' Association**. He was always one of the first men to register at the Annual Short Course in Highway Engineering at the University of Michigan, taking an active role in improving is engineering skills.

He was also a member of the Board of Public Works in Iron Mountain.

Shortly after the United States declared war on **Germany** on **April 6, 1917**, Bert again tendered his services to the government and was sorely disappointed when he was rejected, due to physical limitations. At a later date, however, the government requested his services as a road builder at cantonments (military garrisons or camps).

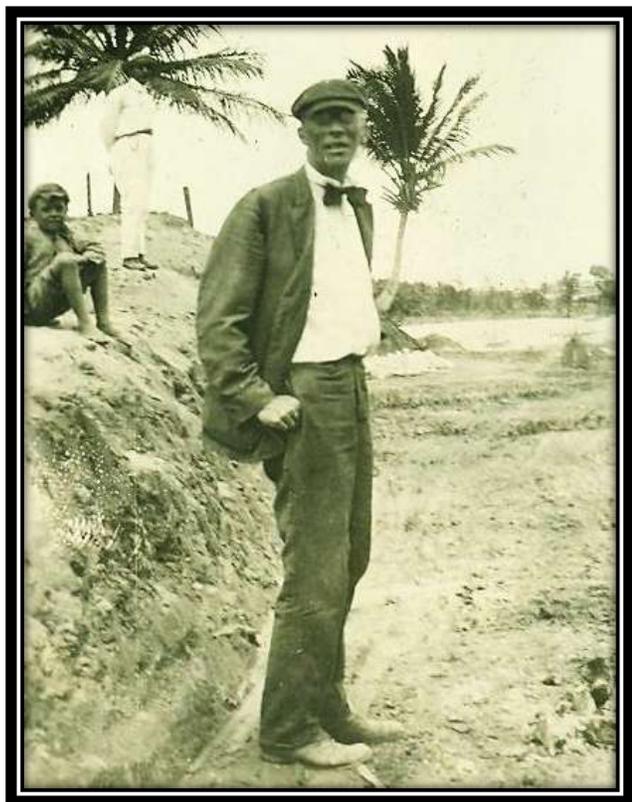
Bert was first in charge of superintending road construction at **Camp Grant, in Rockford, Illinois**. His work there was so satisfactory that the Quartermaster's Department then sent him to superintend road and street construction in a new military cantonment near **San Juan, Puerto Rico**.

Bert had left **Washington, D.C.**, for San Juan in early **February, 1918**. As he was under contract as county road engineer for both **Dickinson County** and **Houghton County**, Bert expected to return in about six weeks. His wife, **Leonora Augusta**

# MENOMINEE RANGE MEMORIES 39: GILBERT V. CARPENTER, VICTIM OF A WORLD WAR I U-BOAT ATTACK OFF THE NEW JERSEY COAST

By William J. Cummings, Menominee Range Historical Foundation Historian

(Crowell) Carpenter, left Iron Mountain in **late April, 1918**, for Washington, D.C., to meet him. Bert's brothers, **William R. and James S. Carpenter**, lived in Washington, D.C., at the time.



*Gilbert Vilas Carpenter in Puerto Rico, 1918*

While in **Puerto Rico**, Bert had been appointed road engineer for **Houghton County, Michigan**, where he planned to devote two-thirds of his work time.

When Bert boarded the **S.S. Carolina**, a passenger ship bound for New York, at 5 p.m. on **May 29, 1918**, he was on his way home from **Puerto Rico**. The ship left **San Juan** with 217 passengers and 113 crew members and a cargo of sugar.

On Sunday, **June 2, 1918**, at about 5:55 p.m., as the passengers were in the dining hall enjoying food and entertainment, **Captain Barbour** of the **SS Carolina** received a wireless message that the **Isabel B. Wiley** had been attacked and sunk by a German submarine. At this time the **SS Carolina** was about 125 miles off of Sandy Hook, New Jersey. The **SS Carolina's** master, **Captain Barbour**, ordered full speed and steered away from the reported location.

Scanning the horizon, **Captain Barbour** spotted the conning tower of a submarine surfacing about two miles away. Shortly after 6 p.m. three warning shots were fired by the submarine. The signal from the submarine to abandon ship became visible.

The mission of **Korvettenkapitan von Nostitz**, captain of the **SM U-151**, and his crew was to disrupt shipping along the northeastern United States coast. Their record was impressive, with a total of 23 vessels successfully attacked in a month's time.

The U-boat arrived near the end of **May, 1918**, and immediately mounted several unsuccessful attacks with their deck gun. Mines were planted off the **Delaware capes**, and the crew even cut telegraph cables connecting **New York** with **Nova Scotia**. These acts marked the first time that the battlefield had been brought to American shores in a hundred years.

On **May 25**, the **SM U-151** stopped three American schooners off **Virginia**, took their crews captive in order to keep the submarine's presence a secret, and bombed all three ships. Only one, the **Hattie Dunn** sank; the **Hauppauge** and the **Edna** remained afloat and were eventually salvaged. After these attacks, **Captain von**

# MENOMINEE RANGE MEMORIES 39: GILBERT V. CARPENTER, VICTIM OF A WORLD WAR I U-BOAT ATTACK OFF THE NEW JERSEY COAST

By William J. Cummings, Menominee Range Historical Foundation Historian

**Nostitz** lurked along the mid-Atlantic coast for a week, not launching any further attacks.

With the three warning shots from the **SM U-151**'s deck guns and the flag signal for "abandon ship", **Captain Barbour** ordered all hands to abandon ship. Passengers, some dressed in formal wear and other scantily dressed, boarded lifeboats and were lowered as the submarine stood poised to sink the ship. The captain ordered the ship's life boats to be filled, women and children first, and lowered at 6:30 p.m.

Frantic passengers, screaming and pleading, could be heard as the lifeboats rowed westward away from the line of fire. As **Lifeboat Number 5** was being lowered, occupants were dumped into the water when one end of the boat slipped as it was being launched.

The motor launch in which Bert Carpenter was on stayed behind and through his efforts the occupants were rescued and were able to re-enter the lifeboat.

At 7:15 p.m., when all the life boats were away, the **SM U-151** fired three shells into the ship's port side. The ship remained steady about 20 minutes and then gradually sank at 7:55 p.m.

The lifeboats, tethered together, rowed into the night. Shortly after midnight the sky was lit up with lightning and the sounds of rolling thunder echoed in the night. As the seas became too rough for the boats to be lashed together they were forced to separate.

The following account by one of the occupants of the motor launch was given to reporters upon rescue:

*Lifeboat Number 5 and the motor launch were tethered together until the connecting ropes broke twice during the nighttime storm. The two boats lost sight of each other.*

*Finally the motor launch capsized and all of the 35 [occupants] were thrown into the sea. She was righted and capsized again while we clung to her. This occurred several times.*

*The storm passed and the sea began to calm. It was pitch dark. The launch was full of water. We clung to her and bailed out the water with our hands. Some became exhausted, let go of their hold and sank. It was terrible.*

*We bailed out enough water to let one of us in. Then he bailed furiously and enough water was bailed out to permit a second to get into the launch.*

*We kept bailing until the launch was able to bear the weight of a third and fourth. We kept this up all night, until finally all those who still clung were able to get in. When the last one was helped over the side we found that there were 19 of us. Sixteen of us had gone."*

The following account appeared in the **June 6, 1918** edition of the *Iron Mountain Press* under the headline "**AMONG MISSING!: G.V. Carpenter a Passenger on the Torpedoed Str. Carolina**":

*Captain Barbour, of the Carolina, reported to the company last Tuesday [June 4] that he was aboard the schooner Eva B. Douglass [sic – Eva B. Douglas] with 150 passengers and ninety-four of the crew. The schooner is being towed by a tug, which was sent to her aid and is expected to arrive early this morning.*

*A boat containing twenty-eight survivors, twenty-one passengers and seven of the*

# MENOMINEE RANGE MEMORIES 39: GILBERT V. CARPENTER, VICTIM OF A WORLD WAR I U-BOAT ATTACK OFF THE NEW JERSEY COAST

By William J. Cummings, Menominee Range Historical Foundation Historian

*crew, arrived at Lewes, Del., with the report that sixteen of the thirty-five who had started from the ship had lost their lives in the storm Sunday night.*

*Advices from Washington this morning are to the effect that all but ten of the 218 passengers aboard the liner Carolina have been accounted for. Mr. Carpenter is one of the ten.*

*Christian Nelson, chief engineer of the lost ship, declares that only seven were lost from the launch.*

*Nelson told of the terrible experience of the survivors after leaving the Carolina.*

*"It was getting dark and a storm was brewing," he said. "We were in No. 5 life boat and we rowed up to No. 1 boat, which was motor driven, but the twenty-four persons in it were unable to start the engine. I climbed aboard with my assistant and we finally started the engine and took No. 5 in tow.*

*"All of this time the storm was growing more. Finally our boat was overturned. All were thrown into the water. Everybody had on life belts and we managed to keep afloat. After a great effort I righted the boat and climbed aboard. The boat was half filled with water and we bailed it out, working until near daybreak. Then we started to pick up those floating in the water. Some had lost their life belts and were clinging to the boat. We found, however, only nineteen of the twenty-six. The other seven had disappeared. We were then adrift in a water logged boat in which the engine would not work. A British tramp picked us up and brought us here."*

*Most of the ship's boats stayed together and survived a squall during the night. They were picked up by the schooner **Eva B. Douglas** at 11 a.m. the following day*

**[June 4]**. One life boat made it to the coast at **Atlantic City** and another was picked by the **British steamship Appleby**. At 4 p.m. the **Danish steamship Bryssel** found the swamped motor dory from the **SS Carolina**; the eight male passengers and five crew on the boat had drowned.

The following article appeared in the *New York Tribune* shortly thereafter under the headline "**13 Still Missing From the Carolina; Hope Not Given Up.**"

*Eight passengers and five of the crew of the steamship Carolina sunk last Sunday by a German submarine still are missing, according to an announcement last night by the New York and Porto Rico Steamship Company, owners of the vessel. The missing persons are not listed as dead, nor will they be, it was stated, until all hope of finding them has been abandoned.*

*So far as known all those missing from the Carolina were lost overboard from a lifeboat in a storm Sunday night. When the boat arrived at Atlantic City it carried only nineteen persons, and it was understood there were thirty-five aboard when it left the ship.*

Those reported missing by the shipping authorities were **Chief Purser Mussenden**, **First Assistant Engineer Johansen**, one male, one negro woman, a stewardess, a deck steward and a fireman.

The ten passengers listed as missing were **Frederick Atkinson**, **Master Eduardo Beltran**, **Miss Maria T. Beltran**, **G.V. Carpenter**, **Miss P.L. Cueto**, **Felife [sic – Felipe] Delia**, **Domingo Gonzales [sic – Gonzalez]**, **Damingo [sic – Domingo] Perasa**, **Rafael Virella** and **C.B. Parker**, of **New York City**.

**Mrs. Charles B. Parker**, of 435 West 119th Street, the wife of the last named on

# MENOMINEE RANGE MEMORIES 39: GILBERT V. CARPENTER, VICTIM OF A WORLD WAR I U-BOAT ATTACK OFF THE NEW JERSEY COAST

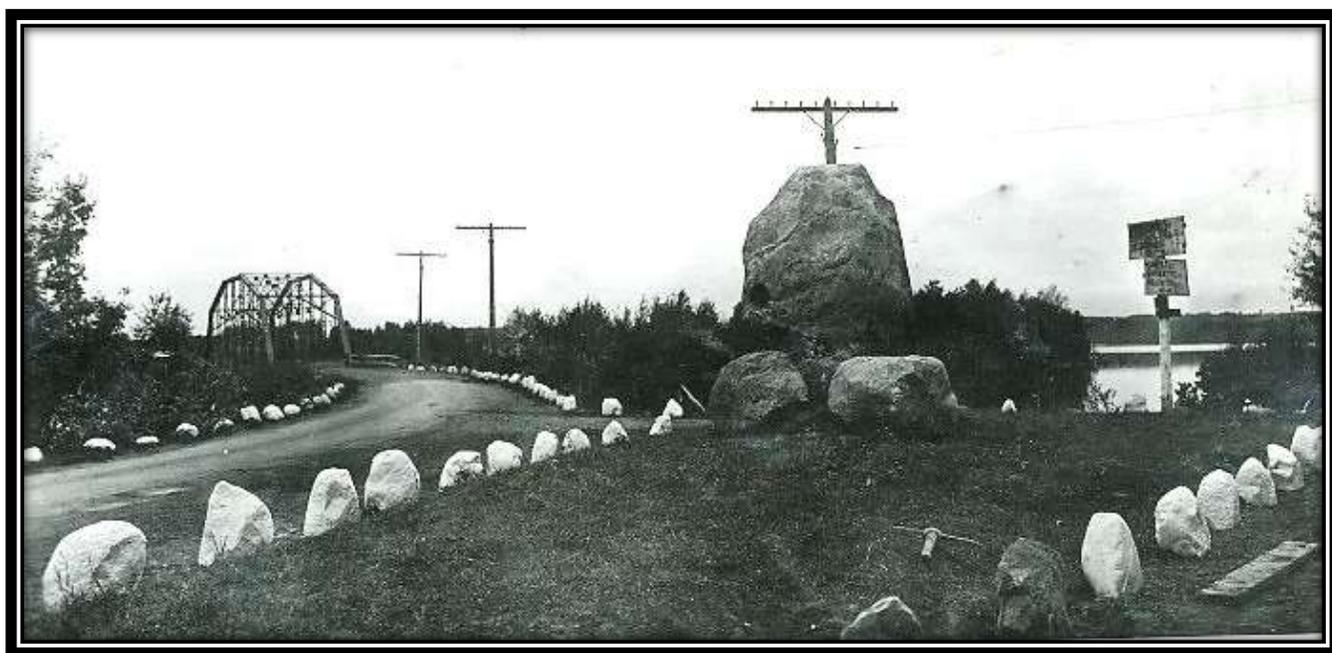
By William J. Cummings, Menominee Range Historical Foundation Historian

the list, was one of the crowd that witnessed the landing of the survivors from the **Steamer Appleby**.

The **SS Carolina** was one of six vessels sunk by the **U-151** on **June 2, 1918**, all within 50 miles of the **New Jersey** coast. Known as “Black Sunday” this disaster was

the first loss of life caused by U-Boat activity on the US Atlantic seaboard.

**Captain Bert Carpenter’s** body was never recovered. In addition to his wife, he was also survived by their two children, **Gilbert Crowell Carpenter** and **Leonora Carpenter**, who were eight and five years old respectively when their father died.



*In his honor, the Gilbert V. Carpenter Monument was erected at the north end of the Upper Twin Falls Bridge and dedicated on **Memorial Day, 1923**. His daughter, Leonora, unveiled the monument which is comprised of three large boulders and bears an inscribed bronze plaque provided by the Michigan State Highway Department. The monument was partially funded by the Dickinson County Road Commission. This photograph was taken in May, 1923. [Dickinson County Road Commission]*

Gilbert Vilas “Bert” Carpenter, born **December 20, 1873**, in Ishpeming, Marquette County, Michigan, was the oldest son of Dr. William Thomas and Carolina (Vilas) Carpenter.

Bert married **Leonora Augusta Crowell**, the second daughter of Dr.

Joseph Addison and Leonora (Schumacher) Crowell on **June 7, 1908**, in Iron Mountain, Dickinson County, Michigan.

Leonora Augusta Crowell was born **November 28, 1884**, in Iron Mountain, then in Menominee County, Michigan.

Gilbert V. and Leonora Augusta (Crowell) Carpenter had two children: Gilbert Crowell, born September 15, 1909, and Leonora, born May 16, 1913.

## **DETAILS OF GILBERT VILAS "BERT" CARPENTER'S SERVICE IN THE SPANISH-AMERICAN WAR**

A graduate of Iron Mountain High School, Bert enrolled at the University of Michigan in Ann Arbor in the fall of 1893. The following year he began studying medicine at the University of Pennsylvania in Philadelphia.

With true patriotic spirit, Bert abandoned his studies in Philadelphia to join other members of Iron Mountain's Company E, Fifth Regiment of the Michigan National Guard, to serve in the Spanish-American War. Company E had arrived at Camp Eaton, Island Lake, near Brighton, Livingston County, Michigan, on April 27, 1898, and Bert arrived four days later, on May 1.

After he enlisted, Bert was assigned to the hospital service under Major Peter D. MacNaughton, surgeon. He was appointed a hospital steward with the rank of sergeant.

On Monday, May 23, 1898, Company E's official designation became the 34th Michigan Volunteers.

Company E left Camp Eaton on June 6, 1898, traveling by train with other companies of the Thirty-fourth to Camp Alger, near Dunn Loring, Virginia, arriving on June 9.

On June 26, 1898, the 34th Michigan Volunteers left Newport News, Virginia, by rail and left Fort Monroe, Virginia, the following day, aboard the Steamer Harvard, for Santiago, Cuba, arriving there on June 30.

After the surrender of Santiago, the 34th Michigan Volunteers Regiment

suffered severe losses from Cuban fever. Seventy-five per cent of the regiment was sick and only one surgeon and one hospital steward of the medical staff, Bert, were able to care for the patients. In recognition of his service Bert was appointed assistant surgeon with the rank of captain even though he had not completed his course in medicine.

The Spanish-American War – a ten-week conflict – began on Monday, April 25, and ended on Friday, August 12, 1898.

Most members of Company E landed at Camp Wikoff, Montauk Point, Long Island, New York, on August 23, 1898, from Santiago, Cuba.

Major Peter D. MacNaughton was ordered to remain at Santiago and placed in charge of the hospitals of the First Division of the Fifth Army Corps. Will Rezin and Bert Carpenter, Dr. MacNaughton's chief assistants in hospital work, remained in Santiago briefly to assist him.

On Sunday, August 28, 1898, Iron Mountain pharmacist George F. Seibert, received a telegram stating "Lieut. O'Connell, Bert Carpenter, Will Rezin and James Davis had arrived at Montauk Point."

On November 25, 1898, Captain Carpenter and Hospital Steward Rezin left for Calumet to be mustered out with the regimental officers.

When United States declared war on Spain on April 25, 1898, Bert left the University of Pennsylvania, heading to Island Lake, where he intended to enlist in Company E.

He arrived at Island Lake on Sunday, May 1, 1898, from Philadelphia and enlisted in Company E. He was assigned to duty in hospital service under Major MacNaughton.

According to the *Iron Mountain Press* "his arrival was greeted with loud cheering."

In the Monday, **May 2, 1898** edition of Iron Mountain's *The Daily Tribune*, under the headline "**Bert Carpenter Arrives**", the following article appeared:

**ISLAND LAKE. May 5** – (Special) – **Bert Carpenter**, a son of **Dr. W.T. Carpenter of Iron Mountain**, arrived here on Sunday, from **Philadelphia**, and enlisted in **Company E**. He will be assigned to duty in the hospital service under **Major MacNaughton**. He has been studying medicine at a **Philadelphia** medical college, and with true patriotic spirit, left his studies and reported at camp for assignment to duty among the Michigan boys. His arrival was greeted with loud cheering.

In the Wednesday, **May 4, 1898** edition of *The Daily Tribune* under the headline "**HENRY'S LETTER**" which was a regular feature written by **Henry Schwellenbach**, a former reporter for the newspaper and a correspondent who was a member of **Company E**, the following item appeared:

**Bert Carpenter**, son of **Dr. W.T. Carpenter**, who arrived in camp Sunday from **Philadelphia** and enlisted as a member of **Co. E**, has been assigned to the hospital service under **Surgeon and Major Peter D. MacNaughton**. The appointment is a good one, but carries no rank. The boys were glad to see Bert and happy to know that he is brave and patriotic enough to join.

An item in the Monday, **May 9, 1898** edition of *The Daily Tribune* noted: *There are a great many attendants on duty at the hospital. Every company in the brigade furnishes one man for the corps. They are known as "litter men," and are drilled in their duties the same as the men in the companies. Bert Carpenter represents Co. E in the hospital corps.*

In the Thursday, **May 12, 1898** edition of *The Daily Tribune*, under the headline "**Say They Passed Examination**," the following item appeared:

*The Tribune's special yesterday from Island Lake reported that Bert Carpenter and Ed. Kinney failed to pass the examination. Dr. Carpenter is in receipt of a telegram from his son this morning saying that he had passed, and Mr. W.H. Sweet has a similar dispatch regarding his step-son Ed. Kinney. Whether they were granted a re-examination or not is not known.*

In the Friday, **May 13, 1898** edition of *The Daily Tribune*, in **Schwellenbach's** letter, under "**Stray Shots**," the following item was reported:

**Bert Carpenter** has jumped right into prominence since his arrival in camp. For several days he has been acting as assistant surgeon of the **Fifth Regiment** and will continue in that capacity until **Major MacNaughton's** successor, **Dr. Bobb**, is commissioned. Bert is popular with the medical staff here and if he only had a diploma he would be assigned as assistant surgeon with the rank of captain.

The following humorous incident was recorded in the Tuesday, **May 17, 1898** edition of *The Daily Tribune*:

Last night one of the **Soo** boys, who is a somnambulist [sleepwalker,] wandered across the street into **Orderly Sergeant O'Connell's** tent and the boys thought they had been attacked by a Spaniard. **Corporal Holt** tried to get out under the tent, while **Bert Carpenter** and **Will Rezin** covered their heads with the blankets. **Sergeant O'Connell** succeeded in waking the boy and escorted him to his quarters.

The Monday, **May 23, 1898** edition of *The Daily Tribune* reported:

The parents and relatives of the members of our company can rest contented in he [sic – the] fact that the brigade hospital, with its many experienced attendants, is an institution as model as any in **Iron Mountain**, and that a patient receives as much attention and treatment as if he were lying on a sick bed in his own home. With **Sergeant Will Rezin** and **Bert**

*Carpenter to give directions and a host of professional nurses to obey instructions, no member of **Company E** will want for anything when unfortunate enough to be ill and confined in the hospital.*

In the Wednesday, **May 25, 1898** edition of *The Daily Tribune*, salaries were reported as follows in **Henry Schwallenbach's** letter::

*Now, that we are mustered, it might be interesting to announce the salaries that each of us will draw from the government while the war lasts. **Captain McGregor's** pay is \$1,800 a year; **Lieutenant Touhey's**, \$1,500; **Lieutenant O'Connell's** \$1,400. **Sergeants Will Rezin and Bert Carpenter**, who are both hospital stewards, draw \$54 per month each and \$54.20 for clothing. Orderly Sergeant **Al Holt** will draw \$30 and \$52.19 clothing allowance; Quartermaster Sergeant **Merten Sturges**, \$21.60 and \$51.46 for clothing. All other Sergeants get the same pay while the corporals get \$18 and \$50.55 for clothing. The privates, whether high or low, get \$15.60 and \$48.36 for clothing. The commissioned officers are compelled to purchase all their clothing.*

The following additional item appeared in **Henry Schwallenbach's** letter:

***Bert Carpenter** has been appointed a hospital steward with the rank of sergeant. He will wear green stripes and chevrons the same as Will's and his duties are of the same character.*

A list of field and staff officers for the **34th Regiment** as mustered into the United States service, published in the **June 2, 1898** edition of the *Iron Mountain Press*, **Gilbert Carpenter**, of Iron Mountain, was listed as hospital steward, together with **William H. Rezin**, of Iron Mountain, and **George McElveen**, of Houghton. The surgeon was **James A. King**, of Three Rivers, Wisconsin, with **John A. Bobb**, of Calumet, and **Julius M. Wilhelm**, of Traverse City, Michigan, listed as assistant surgeons.

In the **April 28, 1898** edition of the *Iron Mountain Press*, under the headline "**PERSONAL PARAGRAPHS**", the following item appeared:

***Bert Carpenter** is on his way to **Island Lake** from the **University of Pennsylvania**. He writes that he intends enlisting in **Co. E**. **Will Carpenter** will probably enlist in a company now being organized by the students of the **Michigan University**.*

In the Monday, **May 2, 1898** edition of Iron Mountain's *The Daily Tribune*, under the headline "**Bert Carpenter Arrives**", the following article appeared:

**ISLAND LAKE. May 5** – (Special) – *Bert Carpenter, a son of Dr. W.T. Carpenter of Iron Mountain, arrived here on Sunday, from Philadelphia, and enlisted in Company E. He will be assigned to duty in the hospital service under Major MacNaughton. He has been studying medicine at a Philadelphia medical college, and with true patriotic spirit, left his studies and reported at camp for assignment to duty among the Michigan boys. His arrival was greeted with loud cheering.*

In the Wednesday, **May 4, 1898** edition of *The Daily Tribune* under the headline "**HENRY'S LETTER**" which was a regular feature written by Henry Schwallenbach, a former reporter for the newspaper and a correspondent who was a member of Company E, the following item appeared:

***Bert Carpenter**, son of **Dr. W.T. Carpenter**, who arrived in camp Sunday from **Philadelphia** and enlisted as a member of **Co. E**, has been assigned to the hospital service under **Surgeon and Major Peter D. MacNaughton**. The appointment is a good one, but carries no rank. The boys were glad to see Bert and happy to know that he is brave and patriotic enough to join.*

In the Monday, **May 9, 1898** edition of *The Daily Tribune* the following item appeared:

There are a great many attendants on duty at the hospital. Every company in the brigade furnishes one man for the corps. They are known as "litter men," and are drilled in their duties the same as the men in the companies. **Bert Carpenter** represents Co. E in the hospital corps.

In the Thursday, **May 12, 1898** edition of *The Daily Tribune*, under the headline "**Say They Passed Examination,**" the following item appeared:

*The Tribune's* special yesterday from **Island Lake** reported that **Bert Carpenter** and **Ed. Kinney** failed to pass the examination. **Dr. Carpenter** is in receipt of a telegram from his son this morning saying that he had passed, and **Mr. W.H. Sweet** has a similar dispatch regarding his step-son **Ed. Kinney**. Whether they were granted a re-examination or not is not known.

In the Friday, **May 13, 1898** edition of *The Daily Tribune*, in **Schwellenbach's** letter, under "**Stray Shots,**" the following item was reported:

**Bert Carpenter** has jumped right into prominence since his arrival in camp. For several days he has been acting as assistant surgeon of the **Fifth Regiment** and will continue in that capacity until **Major MacNaughton's** successor, **Dr. Bobb**, is commissioned. Bert is popular with the medical staff here and if he only had a diploma he would be assigned as assistant surgeon with the rank of captain.

The following humorous incident was recorded in the Tuesday, **May 17, 1898** edition of *The Daily Tribune*:

Last night one of the **Soo** boys, who is a somnambulist [sleepwalker,] wandered across the street into **Orderly Sergeant O'Connell's** tent and the boys thought they had been attacked by a Spaniard. **Corporal Holt** tried to get out under the tent, while **Bert Carpenter** and **Will Rezin** covered their heads with the blankets. **Sergeant O'Connell** succeeded in waking the boy and escorted him to his quarters.

The Monday, **May 23, 1898** edition of *The Daily Tribune* reported:

The parents and relatives of the members of our company can rest contented in he [sic – the] fact that the brigade hospital, with its many experienced attendants, is an institution as model as any in **Iron Mountain**, and that a patient receives as much attention and treatment as if he were lying on a sick bed in his own home. With **Sergeant Will Rezin** and **Bert Carpenter** to give directions and a host of professional nurses to obey instructions, no member of **Company E** will want for anything when unfortunate enough to be ill and confined in the hospital.

In the Wednesday, **May 25, 1898** edition of *The Daily Tribune*, salaries were reported as follows in **Henry Schwallenbach's** letter:

Now, that we are mustered, it might be interesting to announce the salaries that each of us will draw from the government while the war lasts. **Captain McGregor's** pay is \$1,800 a year; **Lieutenant Touhey's**, \$1,500; **Lieutenant O'Connell's** \$1,400. **Sergeants Will Rezin** and **Bert Carpenter**, who are both hospital stewards, draw \$54 per month each and \$54.20 for clothing. **Orderly Sergeant Al Holt** will draw \$30 and \$52.19 clothing allowance; **Quartermaster Sergeant Merten Sturges**, \$21.60 and \$51.46 for clothing. All other Sergeants get the same pay while the corporals get \$18 and \$50.55 for clothing. The privates, whether high or low, get \$15.60 and \$48.36 for clothing. The commissioned officers are compelled to purchase all their clothing.

The following additional item appeared in **Henry Schwallenbach's** letter:

**Bert Carpenter** has been appointed a hospital steward with the rank of sergeant. He will wear green stripes and chevrons the same as Will's and his duties are of the same character.

A list of field and staff officers for the **34th Regiment** as mustered into the **United States** service, published in the

**June 2, 1898** edition of the *Iron Mountain Press*, **Gilbert Carpenter**, of **Iron Mountain**, was listed as hospital steward, together with **William H. Rezin**, of **Iron Mountain**, and **George McElveen**, of **Houghton**. The surgeon was **James A. King**, of **Three Rivers, Wisconsin**, with **John A. Bobb**, of **Calumet**, and **Julius M. Wilhelm**, of **Traverse City, Michigan**, listed as assistant surgeons.



*Taken by William H. Rezin with his Kodak camera near Santiago, Cuba, this photograph shows, from left to right, Gilbert V. Carpenter, hospital steward; Corporal Charles B. Parent, unidentified, and William H. Rezin, hospital steward. The three identified men all were from Iron Mountain. [Menominee Range Historical Museum]*

In the **June 23, 1898** edition of the *Iron Mountain Press*, under “**Personal Paragraphs**,” the following item appeared:

**Dr. W.T. Carpenter** left last Monday for **Warren, Ohio**, where he will be the guest of relatives for a week or ten days. If his health permits he will extend his journey to **Camp Alger** and spend a few days with his son **Bert**.

Under the headline “**For Company E**,” the following article appeared in the **June 30, 1898** edition of the *Iron Mountain Press*:

*On Saturday last two cases containing nearly one hundred and fifty pounds of Peerless tobacco and many other articles were shipped to Capt. McGregor for the boys of Co. E. Geo. F. Seibert donated paper, envelopes, pens, pencils, etc., sufficient to keep all the boys scribbling for several months. A.F. Wright was equally generous with a supply of thread, needles, pins, buttons, etc., and Tom Blackney chipped in a handkerchief for each member. Dr. Crowell sent Bert Carpenter and Gus Tollen a box of cigarets [sic – cigarettes], and there were many other individual gifts that will be appreciated by the boys.*

The following extract from a letter received by **Dr. William Carpenter** from his son **Bert Carpenter**, dated “**two miles West of Santiago, Cuba, July 5**,” was published in the Tuesday, **July 19, 1898** edition of *The Daily Tribune*:

*“I am feeling very well. We have had a great campaign so far. We left the Harvard about 7 o'clock, p.m. Friday, marched all night and until noon Saturday, to the firing line. We had no sleep and only hardtack to eat, so did not have many wounded, only 8 and none from **Company E**. All day Saturday we worked dressing the wounded. There has been a quiet time since Sunday morning, but we heard more firing last night.*

*Last night we had rations issued, so we fared pretty well. I am informed that the second battalion is out cutting a road for the artillery. They say there are going to bombard today, but that may be only a rumor. Three thousand women and children came into our line here last night.*

*If you find other letters in this envelope please forward them at once. All of our stuff is at **Siboney**. We have rain every afternoon.”*

In the **August 18, 1898** edition of the *Iron Mountain Press*, a letter from **Will S. Rezin** to **Iron Mountain** pharmacist **George F. Seibert** mentioned Bert Carpenter, as follows:

*I have been unfortunate in being separated from Co. E most of the time, while my position keeps me at headquarters. Dr. Bobb, of Calumet, is physician to that battalion, and Bert Carpenter is steward. Was over to their location last Sunday and had view of surrender. Was a little late for the main part, but saw very inspiring sight as it was. To us down here it meant more than commonplace to hear the cannon boom, the band play "the Star Spangled Banner," and know that "Old Glory" was being hoisted on the governor's palace in Santiago.*

Under the headline "**CO. E AT MONTAUK POINT: Every Member Located,**" the following article was published in the **August 25, 1898** edition of the *Iron Mountain Press*:

*Yesterday afternoon at about five o'clock The Press received a message from Capt. Silas J. MtGregor [sic – McGregor], of Company E, Thirty-fourth Regiment Michigan Volunteers, dated at Camp Wikoff, Montauk Point, Long Island, New York, gives [sic – giving] a list of the members of the Company reaching there last Tuesday on a transport steamer from Santiago, Cuba. The information was given to the people a few moments later in the form of an extra. Following are the contents which caused happiness in many a household and general rejoicing throughout the city:*

*Following are the names of those here- [sic]*

**First Lieutenant Touhey.**

**Sergeant [sic – Sergeants –] Holt, Hanson, Hunting, Frank Sundstorm, Sturgis.**

**Corporals – Clark, Knight, Will Sundstrom, Warne.**

**Musicians – Hosking, Burbank.**

**Artificer – Jacobson.**

**Wagoner – Reynolds.**

**Privates – Altman, Allison, Ashton, Brady, Crey, Cameron, Clements, Cook, Daniel Early, John Early, John Engstrom, Louis Engstrom, Fisher, Flagg, Foster, Faucault, Holland, Andrew Johnson, Matt Johnson, Oscar Johnson, LaBrook, Lambert, LePage, Luke, Lyng, Lemieux, Marks, Margison, Marsch, McNellis, McWhirter, Michlin, Martin, Mitchell, Nordeen, Nugent, Parent, Peterson, Powell, Pond, Reynolds, Rogers, Rule, Russell, Arthur Scott, Charles Scott, Shrigley, Somerville, Tollen, Trudell, Vrabel, Wicks and Wright.**

*"We landed to-day [sic – today] from Quarantine. We are in Detention camp. Expect to move to permanent camp on Saturday. Every comfort is provided for arriving soldiers.*

**S.J. McGREGRR [sic],  
Captain."**

***In the above list sixty-nine members of the Company are accounted for. Three members are dead – John Oliver, August L. Johnson and John Symons, and three are now in this country on duty – Henry Schwellenbach and Edward Kenny at Middletown, Pa., Thomas Flaherty at Tampa, Florida, and Hans Gunderson is in the hospital at Fortress Monroe. Two other members – Will Rezin and Bert Carpenter – are attached in hospital corps in Cuba.***

*The following message was received from Captain McGregor this morning accounting for the missing members of the company: Nelson and Berg are in Porto [sic – Puerto] Rico; Davis has been graded and is in Santiago doing hospital duty; Lovejoy is in Santiago; O'Connell is enroute [sic – en route].*

In the same edition of the *Iron Mountain Press*, under the headline "**WILL REMAIN**

**IN CUBA: Dr. MacNaughton detached and Will Have Charge of the Santiago Hospital,”** the following article appeared:

*A special dispatch from **Santiago, Cuba**, to the **Detroit Free Press** contains the information that “**Maj. P.D. MacNaughton**, who was formerly on **Gen. Duffield’s brigade staff**, and who was transferred by **Gen. Shafter** to **Gen. Kent’s staff**, has been ordered to remain at **Santiago** in charge of the hospitals of the first division of the fifth army corps. **Gen. Kent’s headquarters** present a very deserted appearance, a very short time after the order to remove was received. All the tents are left standing, but everything has been taken from them.” **Will Rezin and Bert Carpenter are Dr. MacNaughton’s chief assistants in hospital work and it is probable that they have also been ordered to remain at Santiago.** The chances are that the gentlemen named will not be able to return to the United States for many months – at least not until all the hospitals are closed.*

The following item in “**Brief City Newsites**” appeared in the **September 1, 1898** edition of the *Iron Mountain Press*:

***Geo. F. Seibert** received a telegram last Sunday morning saying that **Lieut. O’Connell, Bert Carpenter, Will Rezin and James Davis** had arrived at **Montauk Point, Long Island**, and were in good health.*

In the **September 8, 1898** edition of the *Iron Mountain Press*, under the headline “**RETURN OF THE SOLDIER BOYS: Receive A Warm Welcome: Coming Home,**” it was noted that **Bert Carpenter** had arrived home from **Detroit** that morning.

In the **October 20, 1898** edition of the *Iron Mountain Press*, under “**Personal Paragraphs,**” it was noted that **Bert Carpenter** was in **Chicago** attending the peace jubilee. The **Chicago Peace Jubilee** opened **October 18** with 8,000 people packed within the walls of the

auditorium to witness the formal opening exercises of the **National Peace Jubilee**. **President William McKinley** addressed the vast assemblage in the auditorium. On **October 20**, McKinley made his last public appearance in **Chicago** where he was the guest of the railway men assembled in Chicago and addressed them briefly at the **First Regiment Armory**.

On **November 25, 1898**, **Captain Carpenter** and **Hospital Steward Rezin** left for **Calumet** to be mustered out with the regimental officers.

An article from the *Calumet Evening News* reprinted in the **December 1, 1898** edition of the *Iron Mountain Press* under the headline “**MATTERS CONCERNING COMPANY E**” reported the following:

*In noting the arrival in that city of **Capt. Carpenter** and **Sergeant Rezin**, the **Calumet Evening News** compliments them as follows: “**Capt. Carpenter** was, during the **Santiago** campaign, the senior hospital steward of the regiment and was given a commission to fill the place made vacant by the death of **Dr. John A. Bobb**. Both he and **Sergeant Rezin** were among the hardest workers in the regiment when the men were sick and they were as busy as the physicians in helping with the care of the men who were unable to care for themselves. They made many friends among the boys of **Company D**[,] all of whom are glad to see them again.”*

The regiment was sent to **Cuba**, was held in reserve at the battle of **San Juan**, and after the surrender of **Santiago** suffered severe losses from **Cuban fever**.

Seventy-five per cent of the regiment was sick and of the medical staff only one surgeon and one hospital steward, **Bert Carpenter**, were able to attend to the patients.

Carpenter’s service was most devoted and he withstood the strain until the return to the **United States**, when his health failed him. In recognition of Carpenter’s service he was appointed **Assistant Surgeon**, with

rank of **Captain**, although he had not completed his course in medicine.

## CUBAN FEVER

**Cuban fever** (called **calentura** in Spanish) was a popular name for a recurring form of tropical fever, sometimes accompanied by acute delirium. **In 1898, a pathologist established that Cuban fever was a variety of malaria.**

The term “Cuban fever” was coined by **Nashville Doctor Alexander McCall** in his **1845** letter to the *Boston Medical and Surgical Journal*, describing a very protracted form of “**erysipelatous fever**” he had observed in **Brazil, Cuba** and the **Yucatan Peninsula of Mexico**. In **1860** social reformer and author **Julia Ward Howe** described a condition she observed in a Cuban prison as Cuban fever.

The phrase was revived in the **Spanish-American War** to refer to a fever prevalent in **Cuba** and the **Philippines** that attacked many of the American troops during the War or shortly after their return. It generally began with a chill and a body temperature of 103° F. As the temperature rose higher, muscular pains began, with headache, loss of appetite, nausea, and marked weakness. Many patients spontaneously recovered within a week. However, the symptoms would often recur, sometimes daily, and sometimes at intervals of days or weeks.

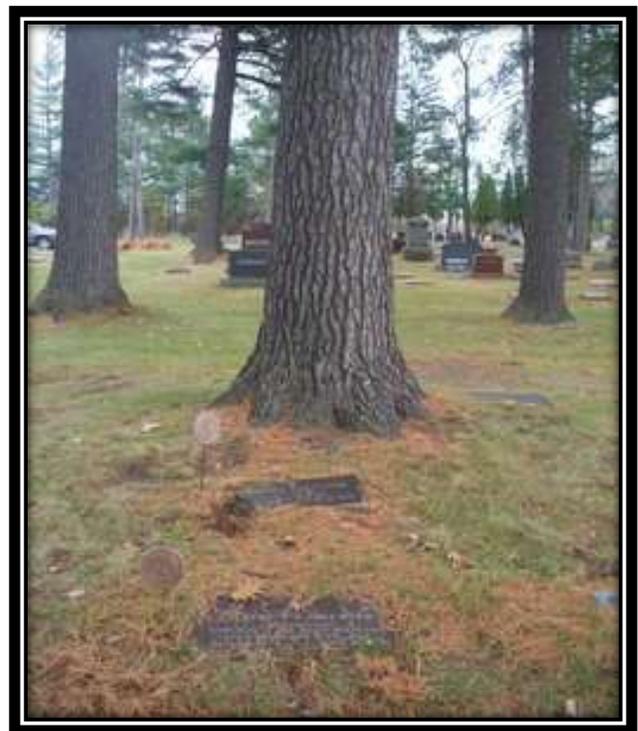
In an effort to establish a retrospective diagnosis, pathologist **James Ewing** of **New York City** studied blood samples of 800 patients suffering from the disease, and found that 80 percent of the cases of **Cuban fever** were of the **aestiva-autumnal type of malarial fever**, and the remaining 20 percent suffered from **tertian malaria**.

An article from the *Calumet Evening News* reprinted in the December 1, 1898 edition of the *Iron Mountain Press* under the headline “MATTERS CONCERNING COMPANY E” reported the following:

*In noting the arrival in that city of **Capt. Carpenter** and **Sergeant Rezin**, the Calumet Evening News compliments them as follows: “Capt. Carpenter was, during the Santiago campaign, the senior hospital steward of the regiment and was given a commission to fill the place made vacant by the death of **Dr. John A. Bobb**. Both he and Sergeant Rezin were among the hardest workers in the regiment when the men were sick and they were as busy as the physicians in helping with the care of the men who were unable to care for themselves. They made many friends among the boys of Company D, all of whom are glad to see them again.”*

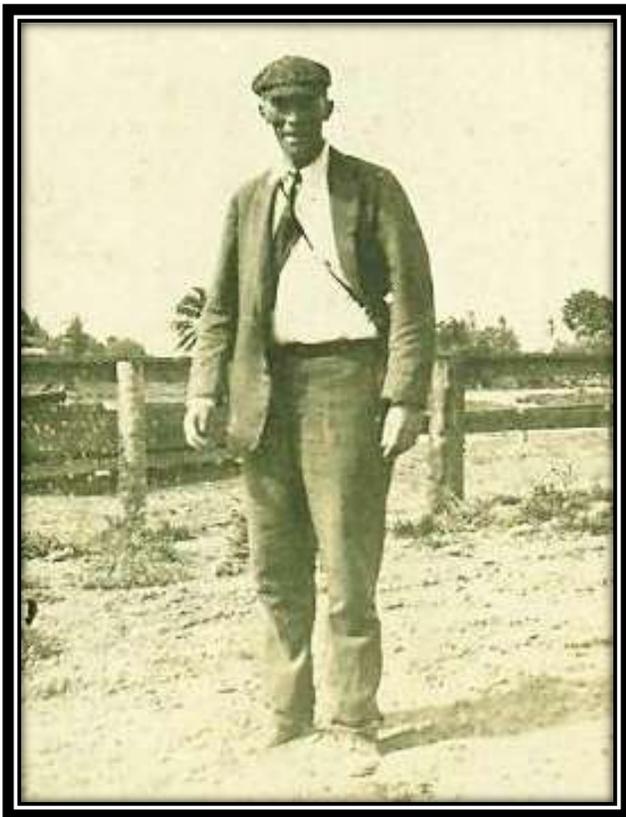
## THE CARPENTER FAMILY

*The Following Carpenter Family Members Are Buried on Pontiac Lot 8 Iron Mountain Cemetery Park*



**GILBERT VILAS "BERT"  
CARPENTER**

**Son of Dr. William Thomas and Carolina  
(Vilas) Carpenter and Husband of  
Leonora Augusta (Crowell) Carpenter**



***Gilbert Vilas Carpenter in Puerto Rico,  
1918***

Born: December 20, 1873, Ishpeming,  
Marquette County, Michigan

Died: June 2, 1918, Puerto Rico [off the  
New Jersey shore at sea]

Buried: Body not recovered, but tombstone  
in Pontiac 8, Iron Mountain Cemetery

Park, Iron Mountain, Dickinson County,  
Michigan

*Iron Mountain Press*, Iron Mountain,  
Dickinson County, Michigan, Volume 2,  
Number 16 [Thursday, September 9,  
1897], page 3, column 1

Bert Carpenter left last Tuesday for  
Philadelphia to resume studies in the  
medical department of the University of  
Pennsylvania. Bert will be a full fledged [six  
– full-fledged] M.D. when he returns next  
spring.

*Iron Mountain Press*, Iron Mountain,  
Dickinson County, Michigan, Volume 4,  
Number 31 [Thursday, December 21,  
1899], page 4, column 1

**PERSONAL PARAGRAPHS.**

Capt. Gilbert V. Carpenter is expected  
home from Rush College to spend the  
holidays.

*Iron Mountain Press*, Iron Mountain,  
Dickinson County, Michigan, Volume 10,  
Number 26 [Thursday, November 16,  
1905], page 1, column 2

**CARPENTER SELECTED**

**Iron Mountain Boy Appointed to the  
Position of County Engineer.**

At the last meeting of the board of  
county commissioners, Gilbert V. Carpenter  
was elected county engineer to succeed  
Charles L. Baxter, who will retire the first of  
December to accept the position of  
instructor at the college of mines.

Mr. Carpenter will enter upon his duties  
next April. The appointment of Mr.  
Carpenter – a Dickinson county boy – will  
commend itself to the public. The Press,  
you know, is persistant [*sic – persistent*] in

advocating preference for home institutions and people. Mr. Carpenter has been acting as assistant to Engineer Baxter during the past year. Mr. Baxter is decidedly complimentary in speaking of his work, and his recommendation aided not a little in influencing the action of the board in making the selection.

Certain it is that Mr. Carpenter has shown much natural ability in the work, and, as he is of a studious nature, he will learn much more.

The Press is confident that the young man will "make good" in the position.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 22, Number 38 [Thursday, February 7, 1918], page 8, column 1

### PERSONAL

Gilbert V. Carpenter, county roads engineer, now in the employment of the federal government, has left Washington for Porto [*sic - Puerto*] Rico with a party of several hundred road builders. Mr. Carpenter will have charge of the work of building the roads at the new cantonment about to be erected on the island.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 22, Number 50 [Thursday, May 2, 1918], page 1, column 4

Mrs. Gilbert V. Carpenter left last Friday evening for Washington, D.C., where she will meet Mr. Carpenter, who is enroute [*sic - en route*] home from Porto [*sic - Puerto*] Rico. Mr. Carpenter has been engaged for several months in supervising the construction of a system of highways at a new cantonment which the government is building on the island.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 23,

Number 3 [Thursday, June 6, 1918], page 1, column 5

### AMONG MISSING!

---

#### **G.V. Carpenter a Passenger on the Torpedoed Str. Carolina.**

Gilbert V. Carpenter, of this city, is known to have been a passenger on the steamer Carolina, which was torpedoed by a German submarine now operating in American waters, some time [*sic - sometime*] last Saturday or Sunday.

Mr. Carpenter was enroute [*sic - en route*] to Iron Mountain from Porto [*sic - Puerto*] Rico, where he has been employed for several months in superintending the construction of streets at a new cantonment that the government is building on the island. Mr. Carpenter had superintended similar work at Camp Grant, at Rockford, Ill., and the government was desirous of retaining his services. However, Mr. Carpenter was under contract as county roads engineer for Dickinson and Houghton counties, and had expected to return to these duties several weeks ago.

Mrs. Carpenter has been in Washington for several weeks awaiting his return.

Iron Mountain relatives and friends are keeping in close touch with Washington, where Mr. Carpenter has two brothers, and the hope is entertained that "Bert" will turn up none the worse for his experience. The Press will cling to this belief until the contrary is proven. He is a young man of undoubted courage, cool under trying conditions, and he would have been a leader in just such a tragedy as the sinking of his steamer by a submarine. If he is dead, we are certain he died a hero.

Officials of the company have placed a number of passengers aboard the Carolina, when she was attacked 125 miles off Sandy Hook, at 220, and the crew at 130, making 350 in all.

Captain Barbour, of the Carolina, reported to the company last Tuesday that he was aboard the schooner Eva B. Douglass with 150 passengers and ninety-four of the crew. The schooner is being towed by a tug, which was sent to her aid and is expected to arrive early this morning.

A boat containing twenty-eight survivors, twenty-one passengers and seven of the crew, arrived at Lewes, Del., with the report that sixteen of the thirty-five who had started from the ship had lost their lives in the storm Sunday night.

If the company's figures as to the number aboard the liner are correct, this leaves forty-two unaccounted for. This number might have been crowded into one life boat. The only possible clue to their fate was held in the fact that an empty boat marked with the name of the Carolina, [sic] was picked up at sea by a British steamship which arrived in New York last Tuesday. It had every evidence of having been riddled by gun fire. It may have carried the passengers and sailors who still are missing.

There was no official confirmation of a report that several bodies had been washed ashore at Beach Haven, N.J. The commander of the coast guard at the point refused either to deny or confirm the report, and referred all inquiries to the navy department.

Advices from Washington this morning are to the effect that all but ten of the 218 passengers aboard the liner Carolina have been accounted for. Mr. Carpenter is one of the ten.

Mr. Carpenter is supposed to have been in the launch, which was capsized.

Christian Nelson, chief engineer of the lost ship, declares that only seven were lost from the launch.

Nelson told of the terrible experience of the survivors after leaving the Carolina.

"It was getting dark and a storm was brewing," he said. "We were in No. 5 life boat and we rowed up to No. 1 boat, which

was motor driven, but the twenty-four persons in it were unable to start the engine. I climbed aboard with my assistant and we finally started the engine and took No. 5 in tow.

"All of this time the storm was growing more. Finally our boat was overturned. All were thrown into the water. Everybody had on life belts and we managed to keep afloat. After a great effort I righted the boat and climbed aboard. The boat was half filled with water and we bailed it out, working until near daybreak. Then we started to pick up those floating in the water. Some had lost their life belts and were clinging to the boat. We found, however, only nineteen of the twenty-six. The other seven had disappeared. We were then adrift in a water logged boat in which the engine would not work. A British tramp picked us up and brought us here."

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 23, Number 4 [Thursday, June 13, 1918], page 1, column 5

## DIED AS HE LIVED

---

### A Brief Sketch of the Life of the Late Gilbert V. Carpenter.

The war has come to Iron Mountain. It is no longer "three thousand miles away."

The first victim of the treacherous, murderous Prussians is Gilbert V. Carpenter, then whom Iron Mountain had a no more highly esteemed citizen.

It is known that Bert, as he was affectionately known, as a passenger on the steamship Carolina when she sailed from Porto [sic - Puerto] Rico. It is known that Bert was a member of the crew of the ill-fated launch that left the Carolina when that steamer was torpedoed by the unspeakable Huns.

Nearly all other inmates of the launch were terror-stricken Porto [*sic* – *Puerto*] Ricoians [*sic* – *Ricans*]. When the storm came and the launch water-logged and capsized, it was Bert that assumed command. Working like the hero that he was, Bert endeavored to restore confidence and induce the natives to assist in unwatering the boat.

It is the supposition that Bert became exhausted at this work, and that, when the launch again capsized, and he had assisted the others into the little vessel, he was too weak to help himself – and he drifted away into eternity. He had met death in an endeavor to save the weaker – died a hero.

This had always been his endeavor in life – to assist the weaker over the rough places and to make the burdens lighter for his fellow men.

Gilbert V. Carpenter was the oldest son of Mrs. Carolina Carpenter and the late Dr. W.T. Carpenter. On June 7th, 1908, he was married to Leonora Crowell, second daughter of Dr. and Mrs. Joseph A. Crowell. This union was a very happy one and was blessed with two lovable children – Gilbert, aged eight years, and Lenora, aged five. Surviving also are two brothers – William and James, of Washington, D.C., -- and one sister, Miss Mary, of this city, in charge of the city library.

Bert was forty-four years of age and was born at Ishpeming. After graduating from our high school and the high school at Ann Arbor, he engaged in the [*sic* – *the*] study of medicine and surgery at several universities.

It was while he was attending a university at Philadelphia that war was declared upon Spain. Bert at once tendered his services to his country, and accompanied the Iron Mountain company to Cuba. He was connected with the hospital corps and in this capacity assumed a guardianship over “our boys” and was of great assistance in cases of sickness. While in Cuba he was promoted from the

ranks to a captaincy and assistant surgeon. He won the lasting affections of every member of the company in that campaign in the swamps of Cuba.

Upon his return from the war, due to poor health, Bert decided to abandon the study of medicine. He engaged in road engineering work, and while he did not have the benefit of a college engineering course, by close application and hard study, he soon won the reputation of being one of the best – if not the best – all-round road men in Michigan.

He held the position of roads engineer in this county for ten or fifteen years and our splendid highways are monuments of his high efficiency.

When war was declared on Germany, Bert again tendered his services to the government and was sorely disappointed when he was rejected, due to physical defects. At a later date, however, the government requested his services as a road builder at cantonments.

He was in charge of this work at Camp Grant, Rockford, Ill. His work there was so satisfactory that, upon the completion of Camp Grant, the government requested him to take charge of similar work at a new cantonment at Porto [*sic* – *Puerto*] Rico. He left Iron Mountain for Porto [*sic* – *Puerto*] Rico about three months ago. Bert had expected to return to Iron Mountain more than six weeks ago and

While in Porto [*sic* – *Puerto*] Rico, Mr. Carpenter was appointed road Mrs. Carpenter had gone to Washington to meet him. engineer for Houghton county and had planned to devote two-thirds of his time to that work.

It was ruled otherwise, however. He became the victim of the murderous Huns just as he was entering upon the most notable period of his career. His grave may never be bedecked with flowers, but he will live long in the memory of his multitude of friends who will cherish him for his many noble qualities. The Press in behalf of

these friends extends condolences to the mourning relatives and assures them of the deep sympathy of the community which their hero honored as a citizen.

*The Michigan Engineer, Containing the Proceedings of The Michigan Engineering Society for the Year 1919, Published by the Society, Wm. W. Cox, Secretary, Lansing, Mich., Volume 37, pages 162-164*

## **In Memoriam**

### **GILBERT VILAS CARPENTER**

Gilbert Vilas Carpenter, of Iron Mountain, Michigan, was lost by the sinking of the SS. Carolina by a German submarine off the New Jersey coast June 2, 1918. The life boat in which he left the ship capsized in a storm at night, and he was not among those who succeeded in righting the boat and were rescued.

Mr. Carpenter was on his way home from Porto Rico, where he had been employed for several months by the Quartermaster's Department to superintend road construction in a new military cantonment near San Juan. Previous to this he had been engaged in similar work at Camp Grant, Rockford, Illinois.

He was born December 20, 1873, at Ishpeming, Michigan. In the fall of 1893 he entered the University of Michigan and the following year he began the study of medicine at the University of Pennsylvania.

At the outbreak of the Spanish war Mr. Carpenter dropped his studies and enlisted as a hospital steward with the 34th Michigan Volunteers. The regiment was sent to Cuba, was held in reserve at the battle of San Juan, and after the surrender of Santiago suffered severe losses from Cuban fever. Seventy-five per cent of the regiment was sick and of the medical staff only one surgeon and one hospital steward, Mr. Carpenter, were able to give

attendance. His service was most devoted and he withstood the strain until the return to the United States, when his health failed him. In recognition of Mr. Carpenter's service he was appointed Assistant Surgeon, with rank of Captain, tho he had not completed his course in medicine.

After a year he attempted to continue his course at Rush College, Chicago, but his system not being rid of the malaria, he was compelled to seek a more northern climate and he entered the University of Minnesota. Again his health gave way and he returned to his home at Iron Mountain to take up open-air work.

He was employed by the Dickinson County Road Engineer and due to his keen interest in the work and after a course of study along engineering lines he obtained the appointment upon the resignation of his chief. In this new field of work he regained hardy health and in time his roads became known as among the best in the state.

Mr. Carpenter was one of the founders of the Northern Michigan Road Builders' Association and a member of the American Road Builders' Association. He was always one of the first men to register at the Annual Short Course in Highway Engineering at the University of Michigan and took a most active part in all these meetings. He was also a member of the Board of Public Works of his home city, Iron Mountain.

At the annual meeting of the State Society of County Road Commissioners and Engineers held at Ann Arbor in February Mr. Carpenter was made an honorary member. This alone speaks of the high esteem in which he was held by those whom he had been associated with in road work.

He married Miss Lenore Crowell of Iron Mountain. He leaves also two children, Gilbert and Lenore.

Mr. Carpenter was a man of intense patriotism, as is shown by his repeated efforts to get into the Army Engineer Corps. After the declaration of war with Germany

he seized the offered opportunities to apply his knowledge of road building in cantonment construction.

He was extremely popular in his home county and had hosts of friends thruout the State on account of his unassuming ways and good fellowship.

*Therefore, Be It Resolved*, That in the passing of Gilbert Vilas Carpenter, the Michigan Engineering Society does hereby express its sense of loss and extends its sympathy to the bereaved family; and that the Secretary be instructed to inscribe this memorial in the proceedings of the Society, and send an embossed copy thereof to the family.

G.C. DILLMAN  
JOHN J. COX  
K.I. SAWYER

Capt. Gilbert was the first man from Dickinson County to die in World War I. (Dickinson County, Michigan Department of Veterans Affairs.)

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Year 3, Number 43 [Thursday, May 31, 1923], page 1, columns 2-3

## ***Memorial To Carpenter Is Dedicated Yesterday***

---

### **Scores Attend Short But Impressive Service at Twin Falls.**

---

The memory of Gilbert Vilas Carpenter, who lost his life during the World war when the steamer on which he was returning to the United States from Cuba was sunk by an enemy submarine, was honored in a fitting manner yesterday afternoon.

Scores attended the dedication and unveiling of the simple but solid memorial

erected in his honor at Twin Falls. The dedication took but a few minutes, yet its impressiveness was not lessened by its brevity. The monument was unveiled by Leonore Carpenter, his daughter.

Included on the program was William Kelly, chairman of the county board of road commissioners. In a short address he eulogized the life of Dickinson county's beloved road engineer. "The boulders in this monument," he declared, "are firm and solid and honest – as he was."

"Bert" Carpenter did not graduate from any college and had no degree as an engineer, the speaker said, "yet he had all the qualities of an engineer. He was acquainted with the laws of nature, he was an observer of what was to be seen and he was able to make the proper deductions from what he saw and he was able to apply his knowledge."

The speaker declared Mr. Carpenter was a lover of nature and knew how to apply the forces of nature to the best advantage.

A high tribute was paid to Mr. Carpenter by Frank E. Rogers, state highway commissioner who was present at the service. Mr. Carpenter was a "natural born engineer," he said, and the highway construction in Dickinson county was a testimonial to his ability. The highway department, he added, was more than pleased to do its small share in erecting the memorial to "so good a man as was Bert Carpenter."

At the close of the commissioner's remarks Mr. Kelly read the inscription on the tablet. A Legion firing squad then gave the salute for the dead, taps were sounded and the services were concluded.

Mr. Carpenter was born in 1873 and died in 1918. When the ship on which he was returning was torpedoed, he escaped in a lifeboat. The craft, however, overturned and he was drowned, his body never being recovered. From 1906 to 1918 he served as engineer of Dickinson county

and during the World war did road construction work at Camp Grant, Ill. He was in the service of the government at the time of his death. Mr. Carpenter also served during the Spanish-American war, being attached to a hospital corps. Although not a graduate surgeon, he was promoted to the rank of captain because of his ability.

The memorial was erected by road engineers and the state highway department. County engineers from almost every county in the peninsula were present for the exercises and a number of Spanish-American war veterans also attended.



## **LEONORA AUGUSTA (CROWELL) CARPENTER**

**Wife of Gilbert Vilas Carpenter**

Born: November 28, 1884, Iron Mountain, Dickinson County, Michigan

Died: January 28, 1977, Iron Mountain, Dickinson County, Michigan

Buried: Pontiac Lot 8, Iron Mountain, Dickinson County, Michigan

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 13, Number 3 [Thursday, June 11, 1908], page 1, column 6

### **Crowell-Carpenter.**

Miss Leonora, daughter of Dr. and Mrs. Joseph A. Crowell, was united in marriage to Gilbert Vilas Carpenter, son of Dr. and

Mrs. William T. Carpenter, at the home of the bride at six o'clock last Sunday evening [June 7, 1908]. The ceremony was performed by Rev. Richard Carlyon, of the Central M. E. church. The wedding was a quiet one, only immediate relatives being present. A wedding supper was served, and soon afterwards Mr. and Mrs. Carpenter retired to their suburban home at Spread Eagle. Later in the week a trip was made to Chicago. The Dykes residence on Prospect avenue will be occupied by the young people. Mr. and Mrs. Carpenter have a long list of friends who wish them every happiness. The bride is a charming young woman possessed of many accomplishments and a large fund of good sense. The groom is in every way worthy of his beautiful bride.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 23, Number 12 [Thursday, August 8, 1918], page 1, column 4

### **New Librarian.**

Mrs. Gilbert V. Carpenter assumed the duties of superintendent of the public library last Thursday succeeding Miss Mary Carpenter, who resigned. Under the superintendency of Miss Carpenter the usefulness of the library has been materially increased. At all times courteous and accommodating, the retirement of Miss Carpenter will be regretted by patrons. However, the board is fortunate in securing so efficient a successor in the person of Mrs. Carpenter.

*The Iron Mountain News*, Iron Mountain-Kingsford, Dickinson County, Michigan, Volume 56, Number 246 [Saturday, January 29, 1977], page 2, columns 3-4

### **Mrs. Leonora Carpenter**

Mrs. Leonora Crowell Carpenter, 92, of 403 East Ludington St., died Friday at Pine Manor Nursing Home, following a long illness.

Mrs. Carpenter was born Nov. 28, 1884, in Iron Mountain, the daughter of the late Dr. and Mrs. J.A. Crowell, pioneer residents of the city. Mrs. Carpenter graduated from Iron Mountain High school and the University of Michigan. She was married to Gilbert V. Carpenter, who died at sea during World War I.

She leaves a daughter, Miss Leonora Carpenter of Iron Mountain; a sister, Miss Jeanette Crowell of Iron Mountain, and two grandchildren. She was preceded in death by a son, Gilbert, in 1932 [sic - 1942].

Visitation will be from 3 to 6 p.m. Sunday at the Erickson-Rochon Funeral Home.

Services will be at 1 p.m. Monday at the funeral home. Rev. David Liscomb will officiate.

Burial will be in Cemetery Park.

The family has requested that flowers be omitted.

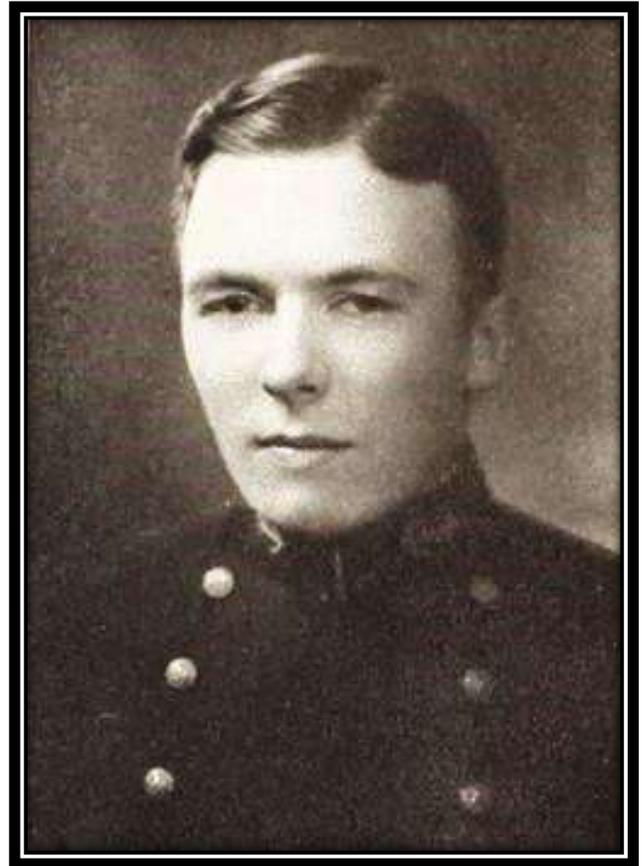
**LCDR GILBERT CROWELL  
CARPENTER**

**Son of Gilbert Vilas and Leonora  
Augusta (Crowell) Carpenter**



Born: September 15, 1909, Iron Mountain, Dickinson County, Michigan  
Died: May 18, 1942 (aged 32), Norfolk, Virginia

Burial: Pontiac Lot 8, Iron Mountain Cemetery Park, Iron Mountain, Dickinson County, Michigan [unoccupied grave - Gilbert C. Carpenter was cremated and his remains were spread at sea near the location of his father's death.]



*LCDR Gilbert Crowell Carpenter*

Iron Mountain's highest ranking naval officer, Lieutenant Commander Gilbert Crowell Carpenter, U.S. Navy. Aviation branch was stationed at a land air base at San Juan, Puerto Rico, for over 2 years. This is the same island on which his late father and Iron Mountain hero of World War I, Capt. Gilbert V. Carpenter.

Lt. Commander Carpenter's naval career started upon his graduation from high school, with enrollment in the Annapolis officer's training academy, graduating in 1930.

He visited his mother in April 1942, a month before his death. It was his first visit to Iron Mountain since 1936. His wife, Constance, was with him along with their year old son, who was born in Puerto Rico. (Monday, April 27, 1942, The Daily News, Iron Mountain, Dickinson, Michigan.) The complete article can be found in the above newspaper at the Dickinson County Library, Iron Mountain, Michigan.

Lieutenant Commander Gilbert was killed when the Navy plane he was piloting, crashed at Norfolk, Virginia. He is buried at sea with a Memorial Marker at this cemetery. (Dickinson County, Michigan Department of Veterans Affairs.)

The Iron Mountain News, Iron Mountain, Dickinson County, Michigan, Volume 22, Number 33 [Tuesday, May 19, 1942]. page 1, columns 2-5 (with photograph)

## **Crash Of Navy Plane Kills Commander G.C. Carpenter**

Lieutenant-Commander Gilbert Crowell Carpenter, 32, U.S. Navy, of Iron Mountain, and son of Mrs. Leonora Carpenter, 401 East Ludington street, and Robert L.C. Barnard, U.S. aviation radioman, first class, of San Antonio, Tex., were killed last night in the crash of a Navy land plane at the Norfolk, Va., Naval air station, the fifth naval district announced today.

Both men died instantly.

Details on the crash were lacking. According to an unofficial explanation received by the mother of the Iron Mountain man, Lieutenant-Commander Carpenter was about to land his ship when another plane appeared on the runway. Carpenter swung to another course to avoid hitting the plane and the crash followed, according to the report.

Lieutenant-Commander Carpenter, with his wife, formerly Constance Posthewaite, of Colorado Springs, Colo., and son, a year

and three months old, visited his mother in Iron Mountain during the first week of May en route to his new assignment at Norfolk. The transfer was from San Juan, Puerto Rico, where he had been stationed for two years.

### **Son Of War Hero**

Lieutenant-Commander Carpenter is the son of the late Captain Gilbert V. Carpenter, Iron Mountain hero of World war 1, who also gave his life in the service for his country. Captain Carpenter had a statewide reputation as Dickinson county road engineer, a position he held before entering the service in 1918. Like his son, Captain Carpenter also served in Puerto Rico, having charge of government road construction there.

Captain Carpenter lost his life on June 2, 1918, when the U.S. Steamship Carolina, on which he was sailing, was torpedoed by a German submarine. Lasting tribute to Captain Carpenter is the Kingsford Bert Carpenter American Legion post, named in his honor, and the stone monument erected in 1922 by Upper Peninsula road commissioners and engineers, and which still stands at the intersection of the country trunk roads at Twin Falls.

Lieutenant-Commander Carpenter was born Sept. 15, 1909 in Iron Mountain. He attended public schools here and upon completion of the 10th grade in the Iron Mountain senior high school left in 1925 for Sevens, Md., where he enrolled in a preparatory school. He was graduated from the Annapolis Naval Academy in 1930. He had been flying since 1931 and at the time of his death was a veteran pilot with over 3,500 hours in the air.

### **Advanced Rapidly**

He received his wings at Pensacola, Fla., and served on the aircraft carriers U.S.S. Langley and U.S.S. Ranger. Later he returned to Pensacola as a flying instructor and shortly after was transferred to the aircraft carrier U.S.S. Enterprise, on which he served three years before being

assigned to the land base of Puerto Rico. He advanced rapidly in rank, and last year at the age of 31 he was promoted to lieutenant-commander.

In an interview when he was visiting here three weeks ago, Lieutenant-Commander Carpenter stated that his new assignment at Norfolk, Va. Would be flight commander of a squadron of 18 planes of the scout-bomber type.

He made several visits to Iron Mountain since entering the Navy and in 1936 flew a Navy plane here from Pensacola, Fla.

Surviving, beside his wife, son and mother, is a sister, Miss Leonora Carpenter, who is librarian at the Iron Mountain high school. His mother is a daughter of the late Dr. and Mrs. J.A. Crowell and for many years was librarian at the Iron Mountain Carnegie Public Library.

Lieutenant-Commander Carpenter's body will be cremated in Washington, D.C. No other details have been received by the family.

Radioman Barnard, who died with Iron Mountain's flying officer, is survived by his mother, Mrs. Luther ...

**CONSTANCE (POSTLETHWAITE)  
CARPENTER**

**Wife of LCDR Gilbert Crowell Carpenter**

Born: September 30, 1909, Colorado Springs, El Paso County, Colorado

Died: June 4, 2003, Colorado Springs, El Paso County, Colorado

Parents: William W. and Lucille Newman Postlethwaite

Other Spouse: Joseph Hartley Murray

[Not buried in Iron Mountain Cemetery Park.]

**GILBERT POSTLETHWAITE  
CARPENTER**  
**Son of LCDR Gilbert Crowell and  
Constance (Postlethwaite) Carpenter**

Born: November 22, 1940, Puerto Rico

Married: Jeanne O'Brien

Died June 2, 1972, Alameda, California

[Not buried in Iron Mountain Cemetery Park.]

**LEONORA "NORA" CARPENTER**  
**Daughter of Gilbert Vilas and Leonora  
Augusta (Crowell) Carpenter**



Born: May 16, 1913

Died: June 25, 1994 (aged 81), Iron Mountain, Dickinson County, Michigan

Buried: Pontiac Lot 8, Iron Mountain Cemetery Park, Iron Mountain, Dickinson County, Michigan

*Iron Mountain Daily News*, Iron Mountain-Kingsford, Dickinson County, Michigan, [Monday, June 27, 1994], page 2, column 1

**Leonora Carpenter**

IRON MOUNTAIN – Leonora Carpenter, 81, of 403 E. Ludington St., Iron Mountain, died Saturday at Dickinson County Memorial Hospital in Iron Mountain.

Visitation will be from 10 a.m. to 11 a.m. Tuesday at Jacobs Funeral Home in Iron Mountain. Services will be at 11 a.m. Tuesday at the funeral home.

Complete arrangements will be announced by Jacobs Funeral Home of Iron Mountain.

*Iron Mountain Daily News*, Iron Mountain-Kingsford, Dickinson County, Michigan,

[Tuesday, June 28, 1994], page 2,  
columns 2-3

## Leonora Carpenter

IRON MOUNTAIN – Leonora Carpenter, 81, of 403 E. Ludington St., Iron Mountain, died Saturday at Dickinson County Memorial Hospital in Iron Mountain.

Miss Carpenter was born April 16, 1913, in Iron Mountain, daughter of the late Gilbert and Leonora Crowell Carpenter. She was raised in Iron Mountain and graduated from Iron Mountain High School.

Miss Carpenter attended school at Francis Schimer College in Illinois, American University in Washington, D.C., and St. Scholastica in Duluth, Minn.

Miss Carpenter was a reference librarian at the Dickinson County Library for about 25 years, retiring 20 years ago. She was a founder of the Menominee Range Historical Society.

Miss Carpenter was a past member of the Business and Professional Women's Club.

She leaves three cousins, Lizabeth (Bernard) Lieberman of Oak Ridge, Tenn., Dorothy Boyer of Marquette and Gertrude Ward of Green Bay, Wis.; a sister-in-law, Constance Murray of Colorado Springs, Colo.; two grandnephews, Gilbert and Patrick Carpenter, both of San Diego, Calif. and a niece, Jean Callanan of Santa Barbara, Calif.

She also was preceded in death by a brother, Gilbert Crowell Carpenter.

Visitation was held from 10 a.m. to 11 a.m. today at Jacob's Funeral Home of Iron Mountain.

Services was [*sic – were*] held at 11 a.m. today at the funeral home. Rev. David Anderson officiated.

Burial was in Cemetery Park in Iron Mountain.

## DR. WILLIAM THOMAS CARPENTER

## Father of Gilbert Vilas Carpenter and Son of Judge James Sumner Carpenter



Born: June 5, 1839, Medina County, Ohio  
Died: March 2, 1911, Orlando, Orange  
County, Florida

Buried: Pontiac Lot 8, Iron Mountain  
Cemetery Park, Iron Mountain, Dickinson  
County, Michigan

*Iron Mountain Press*, Iron Mountain,  
Dickinson County, Michigan, Volume 15,  
Number 42 [Thursday, March 9, 1911],  
page 1, columns 2-3

## OBITUARY

Last Thursday evening a telegram was received here announcing the sudden death of Dr. William T. Carpenter at Maitland, Florida, where he was at his winter home with Mrs. Carpenter and daughter, Miss Mary, having gone to that city from Washington, D.C., where he had visited his sons, Will and James, for several weeks enroute [*sic – en route*] from Iron Mountain.

The attack from which he died was very sudden. Mrs. Carpenter and Miss Mary were with him at the time of the attack. He was in an easy chair and was seemingly in good health. Suddenly he called for Mrs. Carpenter and was unconscious when she reached his side. A physician was immediately summoned, but when he arrived, heaven had been enriched by the

entrance of a noble soul and the angels were singing a song of welcome.

Dr. Carpenter's death was due to a disease of the heart of long standing, and for several years it had been necessary for him to seek a warmer climate.

The remains arrived here from Florida last Monday morning accompanied by the members of the family and were taken directly from the train to the Cemetery Park.

The funeral was strictly a family affair in accordance with the wishes of Dr. Carpenter, who, while he dearly loved his fellowmen, was desirous of avoiding an ostentatious funeral. He had led a quiet earthly life and it was his desire to enter the presence of His Maker as unostentatious as a child.

Dr. Carpenter was seventy-three years of age at the time of his death and was one of the leading physicians of the upper peninsula. He was beloved and honored by his fellows and was never more happy than when he could help the young practitioner.

Dr. Carpenter was born June 5th, 1838, at Medina, Ohio, and was a member of a notable family. His father was Judge J.S. Carpenter, of Akron, Ohio, and he was a brother to Gen. Gilbert S. Carpenter, of the United States army, who died a few years ago. His sister, Mrs. C.W. Tyler, of Warren, Ohio, survives him.

Dr. Carpenter was a graduate of the University of Vermont.

During the civil war, Dr. Carpenter was an agent in the field for the United States Sanitary Commission and later, after taking his medical degree at the University of Nashville, he was an assistant surgeon with the Army of Tennessee.

After the war, Dr. Carpenter continued his medical studies at Bellevue Hospital, New York City and practiced for several years in that city.

In 1872, on account of a more favorable climate, Dr. Carpenter removed from New York City to the upper peninsula, locating at Ishpeming. Dr. Carpenter was, next to Dr.

Bigelow, the first physician to locate in Ishpeming. He became associated with Dr. Bigelow in the Ishpeming Hospital and practiced there for about ten years, when he disposed of his interests to Dr. T.A. Felch and moved to Stambaugh in 1883. In 1891 he located in Iron Mountain and was a resident of this city at the time of his death.

In 1872, prior to his removal to Michigan, Dr. Carpenter was married to Miss Carolina Vilas, of Burlington, Vermont. He is survived by his wife and four children, viz: Gilbert V. and Miss Mary, of Iron Mountain, and William R. and James S.[,] of Washington.

In the death of Dr. Carpenter, Iron Mountain, [sic] has lost her best beloved citizen. He will be mourned equally in the homes of the poor and the rich. Dr. Carpenter was a man without an enemy notwithstanding that he was brought in daily contact in a semi-official way with the people and exercised freely his right of citizenship. In his position as physician at the Chapin mine he was ever ready to respond to the calls of families. His advice was sought and heeded by the families under his charge. He responded as readily to the call of the non-paying patients as to the call from the one whom he expected to receive no payment. [sic] His deeds of charity were like the sands of the sea. "God bless, [sic] Dr. Carpenter!" was the prayer that went forth from many an Iron Mountain home when news of his beautiful death was received. May he rest in the supreme peace his earthly labors have won for him. Again we say, "God bless Dr. Carpenter!" We, as a community[,] loved Dr. Carpenter. Our full sympathy is with every member of the sorely afflicted family. God bless him for his godly deeds!

**CAROLINA (VILAS) CARPENTER**  
**Mother of Gilbert Vilas Carpenter and**  
**Wife of Dr. William Thomas Carpenter**



---

### Funeral of Highly Esteemed Woman Held Here Last Friday.

Mrs. Caroline Vilas Carpenter, whose death was briefly chronicled in the last issue of *The Press*, was born in Burlington, Vermont, on August 15th, 1841. She made the acquaintance of Dr. William T. Carpenter while he was attending the University of Vermont, at Burlington. They were married on May 18th, 1872, at Akron, Ohio, and settled in Ishpeming, where Dr. Carpenter was physician for one of the mining companies. In 1883, the family moved to Stambaugh and in 1891 – twenty-nine years ago – to Iron Mountain. Dr. Carpenter came here to accept the position of physician at the Chapin mine, which place he held at the time of his death. Mrs. Carpenter is survived by three children – Mary, William R., and James S., all of Washington, D.C., five grandchildren, Gilbert C. and Lenora C., son and daughter of the late Gilbert V. Carpenter, one brother, Dr. Fred C. Vilas, of Stambaugh, and two sisters, Mrs. George M. Dodge, of San Rafael, California, and Mrs. W.M. Vilas, of Wimooskit, Vermont. Mrs. Carpenter had been visiting her daughter and sons in Washington during the past winter, and was the guest of Mrs. A.W. Myers, in Milwaukee, on her way home, when stricken suddenly with paralysis. She lapsed into unconsciousness and died without suffering last Wednesday evening – about thirty-six hours after falling ill. The remains were brought to Iron Mountain last Friday morning, accompanied by relatives, and were taken to Cemetery Park, where brief burial services were held, attended by many mourning friends. Mrs. Carpenter had been in poor health for the past several years, deeply mourning the untimely death of her eldest son, Gilbert, who was a victim of the unholy submarine warfare of the detestable Huns while

Born: August 15, 1841, Burlington,  
Chittenden County, Vermont  
Died: May 29, 1920, Milwaukee,  
Milwaukee County, Wisconsin  
Buried: Pontiac Lot 8, Iron Mountain  
Cemetery Park, Iron Mountain,  
Dickinson County, Michigan

*Iron Mountain Press*, Iron Mountain,  
Dickinson County, Michigan, Volume 25,  
Number 2 [Thursday, May 27, 1920],  
page 1, column 6

#### **Mrs. Carpenter Dead.**

Iron Mountain friends were greatly shocked this morning to learn of the sudden demise, in Milwaukee, last evening, of Mrs. Caroline Vilas Carpenter, wife of the late Dr. William T. Carpenter. Mrs. Carpenter sustained a complete paralytic stroke at the house of Mrs. Meyers, in Milwaukee, last Monday. She was enroute [*sic – en route*] from Washington, D.C., to Iron Mountain to spend the summer. The remains will arrive here via the North-Western road tomorrow [*sic – tmorrow*] morning and will be taken directly to Cemetery Park, where brief services will be held.

*Iron Mountain Press*, Iron Mountain,  
Dickinson County, Michigan, Volume 25,  
Number 3 [Thursday, June 3, 1920],  
page 1, column 6

#### **DEATH OF MRS. CARPENTER.**

enroute [*sic – en route*] home form Porto [*sic – Puerto*] Rico, where he had been in the service of the government. Mrs. Carpenter had been prominent in Iron Mountain’s social circles for4 many years. Possessed of a gentle and loveable disposition, she won and retained to the end, many loving friends who will mourn her demise most sincerely. Her death will be regarded in many a home, and the mourning relatives have the assurance of the deep condolence of the entire community. The assurance is theirs that the mother they so deeply loved is now a welcome guest in “the home over there” and united with loved ones that have preceeded [*sic – preceded*] her.

Number 6 [Thursday, June 29, 1911], page 1, column 3

### Married at Washington.

James S. Carpenter, an Iron Mountain boy now engaged in the real estate business in Washington, D.C., was married last Tuesday [*June 27, 1911*] to Miss Mary Williams of that city. Mr. Carpenter and his bride are now enroute [*sic – en route*] to Iron Mountain, traveling via the lakes from Buffalo to Marquette. Mr. and Mrs. Gilbert V. Carpenter will meet the newly weds [*sic – newlyweds*] in Marquette next Sunday and escort them to Iron Mountain, making the trip in an automobile. Mr. and Mrs. Carpenter will spend several weeks in the city, guests at the home of the groom’s mother, Mrs. William T. Carpenter.

James and Mary (Williams) Carpenter divorced before 1940; James then married Marion G. before 1942. [Information from Bill Kennedy]



### **JAMES SALTONSTALL CARPENTER**

**Son of Dr. William Thomas and Carolina (Vilas) Carpenter, Brother of Gilbert Vilas Carpenter and Husband of Mary (Williams) Carpenter**

Born: 1882  
Died: August 24, 1948, Iron Mountain, Dickinson County, Michigan  
Buried: Pontiac Lot 8, Iron Mountain Cemetery Park, Iron Mountain, Dickinson County, Michigan

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 10,



### **MARY FRANCES (WILLIAMS) CARPENTER**

**Daughter of Dr. William Thomas and Carolina (Vilas) Carpenter, Sister of Gilbert Vilas Carpenter**

Born: 1880  
Died: October 27, 1972 (aged 91-92)

Buried: Pontiac Lot 8, Iron Mountain Cemetery Park, Iron Mountain, Dickinson County, Michigan

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 10, Number 16 [Thursday, September 7, 1905], page 3, column3

Miss Mary, daughter of Dr. and Mrs. W.T. Carpenter, will leave on the eighteenth for Pittsburg, where she has an excellent position in the office of the superintendent of the famous Carnegie library, the largest institution of its kind in the United States.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 10, Number 48 [Thursday, April 19, 1906], page 3, column 1

**PEOPLE IN PRINT.**

Miss Mary, daughter of Mr. and Mrs. William T. Carpenter, has resigned her position of assistant in the Carnegie library at Pittsburg, Penn., owing to ill health. Miss Carpenter is at present visiting relatives in Ohio, but will return to Iron Mountain the latter part of May.

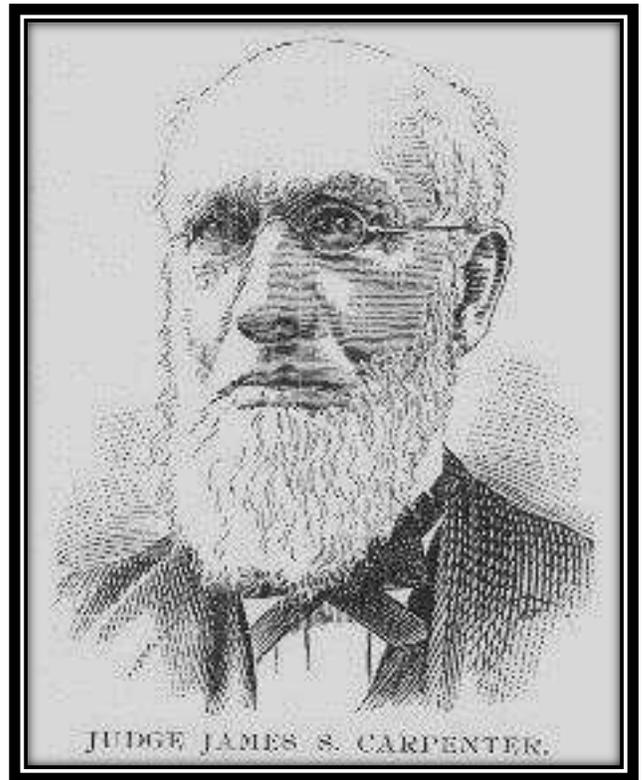
***The Following Carpenter Family Members Are Not Buried on Pontiac Lot 8 Iron Mountain Cemetery Park***

**JUDGE JAMES SUMNER CARPENTER**

**Grandfather of Gilbert Vilas Carpenter, Father of Dr. William Thomas Carpenter**

Born: August 17, 1805 in Swansea, New Hampshire  
Died: August 13, 1891 in Akron, Summit County, Ohio

Buried: Glendale Cemetery, Akron, Summit County, Ohio, Section 16



***Judge James S. Carpenter***





**Uncle of Gilbert Vilas Carpenter and Brother of Dr. William T. Carpenter**



**FRANCES K. (SALTONSTALL) CARPENTER**

**Grandmother of Gilbert Vilas Carpenter, Mother of Dr. William Thomas Carpenter**

Born: January 29, 1811 in Philadelphia, Philadelphia County, Pennsylvania  
 Died: May 24, 1903 in Warren, Trumbull County, Ohio  
 Buried: Glendale Cemetery, Akron, Summit County, Ohio, Section 16, Lot 11



**MRS. ABIGAIL "ABBE" (LEWIS) SALTONSTALL**

**Great-Grandmother of Gilbert Vilas Carpenter, Grandmother of Dr. William Thomas Carpenter and Mother of Frances K. (Saltonstall) Carpenter**

Born: 1776 in Farmington, Hartford County, Connecticut  
 Died: July 18, 1825 in Litchfield, Litchfield County, Connecticut

[Married Joshua Saltonstall; they had four children – Thomas, Dudley, Frances K. and Edward (E. or H.).]

Born: April 17, 1836, Medina, Medina County, Ohio  
 Died: August 12, 1904, Montclair, Essex County, New Jersey  
 Buried: Glendale Cemetery, Akron, Summit County, Ohio

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 9, Number 13 [Thursday, August 18, 1904], page 1, column 4

**GEN. CARPENTER IS DEAD.**

**Noted Warrior Passes Away at His Home in New Jersey.**

**GENERAL GILBERT SALTONSTALL CARPENTER**

Brigadier-General Gilbert Saltonstall Carpenter, brother of Dr. William T. Carpenter, of this city, suddenly died last Friday night at his home in Mountclair, New Jersey.

Gen. Carpenter was born in Madina, Ohio, on April 17th, 1836, and was therefore 68 years of age. He graduated from the law department of the Western Reserve (Ohio) university in 1859, was admitted to the bar in Ohio in 1861, and was married in March, 1863, to Elizabeth Balch.

Gen. Carpenter entered the army in 1861 as first sergeant of the Nineteenth Ohio Volunteer Infantry. The same year he entered the regular army as a member of the Eighteenth United States Infantry. At the battle of Stone River he was badly wounded and was compelled to retire from the service for nearly a year. As soon as his wounds would permit, he returned to the service and was promoted to a captaincy for gallantry shown in this battle.

Gen. Carpenter also served in several Indian campaigns and his bravery is a matter of history.

In 1894, he was promoted major of the Fourth United States Infantry and in 1897 lieutenant-colonel of the Seventy Infantry.

At the outbreak of the Spanish-American war, he was ordered to Santiago, Cuba, in command [sic – command] of the sEventh regiment of regulars. He was in command [sic – command] at the battle of El Caney and for gallantry shown was promoted brigadier-general of volunteers.

At the close of the campaign in Cuba, Gen. Carpenter returned to the United States and resumed his old position of colonel in the regular army. Soon after his return, he was ordered to the Philippine Islands in command of the Eight United States Infantry. He was stationed with his command on the island of Ho Ilo. The regiment fought and won the battles of Jaro and Paria on the island of Paney.

While stationed in the Philippines, he was promoted brigadier-general and in January, 1900, he was placed on the retired list.

Gen. Carpenter leaves a wife, four children and a brother (Dr. W.T. Carpenter, of this city,) and a sister (Mrs. Charles W. Tyler, of Warren, Ohio,) to mourn his death.

The funeral was held on Monday at Akron, Ohio. Dr. Carpenter was in attendance at the services, leaving here on Saturday last.

Gilbert Saltonstall Carpenter enlisted in the Union Army as a 2nd Lieutenant and served with the 19th Ohio Infantry from April 22, 1861 to August 31, 1861. He transferred to the 18th Infantry on June 9, 1862. He was promoted on November 25, 1862 to 1st Lt. and served out the remainder of the Civil War. He decided to make the military his life's work and, after the war's end, was promoted to Captain of the 45th Infantry on January 22, 1867. He then transferred to the 14th Infantry on July 22, 1869. He received the promotion to Major of the 4th Infantry on March 1, 1894, then to Lt. Colonel of the 7th Infantry on July 7, 1897. He became Brigadier-General of the Ohio Volunteers on September 21, 1898 and was honorably discharged on May 12, 1899. He retired from the military officially on December 26, 1899. All total, he had spent 38 years in the military serving his country.

*[NOTE: On December 31, 1862, 1st Lt. Carpenter was decorated for gallant and meritorious service in the battle of Murfreesboro, Tenn., where he had been severely wounded but refused medical treatment and continued to lead his men.]*

*The Daily Tribune*, Iron Mountain, Dickinson County, Michigan, Second Year, Whole No. 565 [Friday, May 6, 1898], page 2, column 3

**The Tribune** was in error yesterday in stating that **Col. Louis Carpenter**, appointed Brigadier-General by the President, was a brother of **Dr. Carpenter** of this city. Dr. Carpenter has a brother in the Regular Army. His name is **G.S. Carpenter**, and he is the lieutenant-colonel of the Seventh Infantry, located at Chickamauga.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 3, Number 31 [Thursday, December 22, 1898], page 12, column 1

#### PERSONAL PARAGRAPHS.

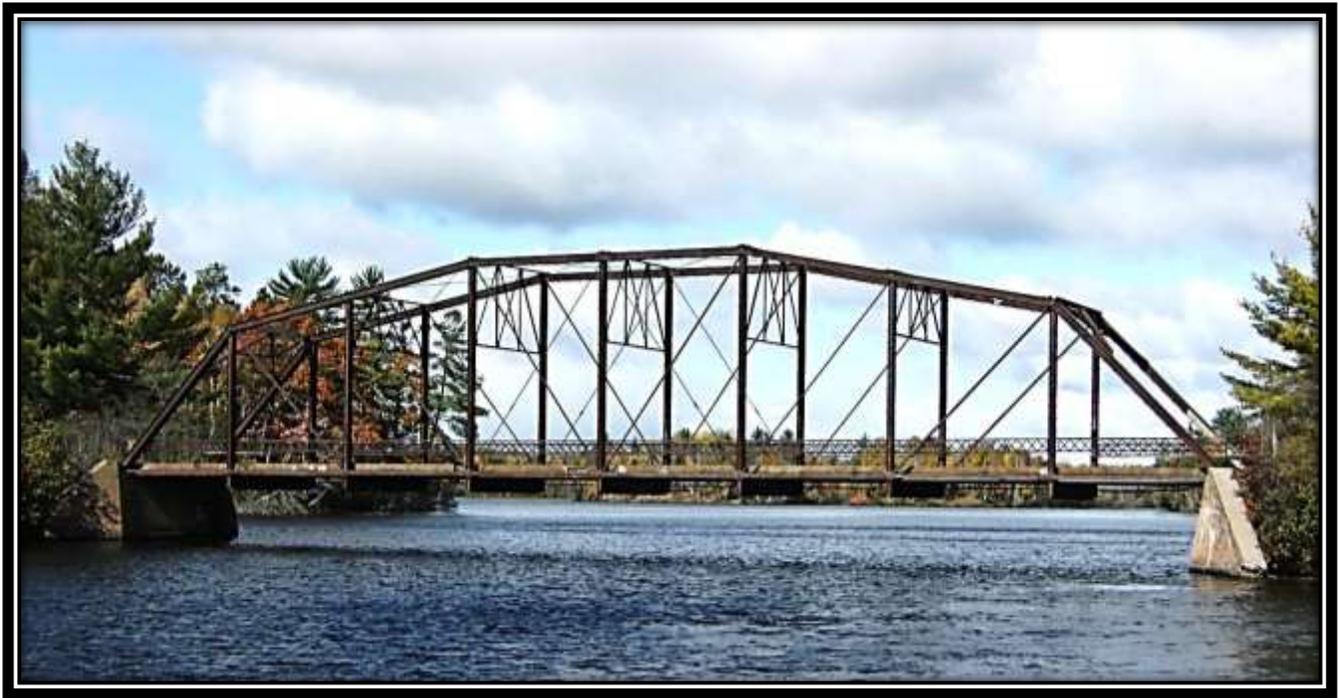
---

**Gen. Gilbert S. Carpenter**, brother of **Dr. William T. Carpenter**, of this city, has not been ordered to **Cuba** for garrison service, as stated in a local paper. It is expected that he will soon be placed on the retired list.

## UPPER TWIN FALLS BRIDGE, BADWATER



Upper Twin Falls Bridge, pictured above in 1911, shortly after its construction, and below, over a century later. The bridge was added to the National Register of Historic Places on December 12, 2012.



The Upper Twin Falls Bridge is a bridge that spans the Menominee River linking Breitung Township, Michigan, to Florence County, Wisconsin. Completed in 1910, construction was prompted by the erection of a dam downstream. The bridge was closed to automobile traffic in 1971. It was listed on the National Register of Historic Places in December 2012.

The Upper Twin Falls Bridge is a single-span, pin-connected, camelback, through-truss bridge. It crosses the Menominee River about four miles north of Iron Mountain, Michigan. The bridge is the only known example of its type in Michigan and one of two in Wisconsin, however the other is not in its original location.

In the early 1900s, the Peninsula Power Company planned to build the Twin Falls Power Dam on the Menominee River. Upstream was an existing bridge which would be flooded by construction of the dam and the filling of its reservoir. This prompted the construction of a new bridge.

The Upper Twin Falls Bridge was designed by M. W. Torkelson, of Wisconsin. Construction of the bridge took place from 1909 through 1910 and cost \$5,106, paid for equally by Dickinson and Florence counties. Gilbert Vilas Carpenter supervised construction. The bridge's earthen approach causeways were built for \$7,500, paid by the Twin Falls Land Association. Material for the Wisconsin approach was obtained from a borrow pit on the Wisconsin side and transported to the site by side-dumping flatcars on narrow gauge railway. The dam was completed in 1912.

Gilbert Carpenter died in World War I following a torpedo attack en route from Cuba. In his honor, the Carpenter Monument was erected at the north end of the bridge and dedicated on Memorial Day, 1923. The memorial was partially funded by the Dickinson County Road Commission (DCRC) and its inscribed bronze plaque was provided by the Michigan State Highway Department.

In the early 1930s, the Upper Twin Falls bridge carried US Highway 2 (US 2) and

US Highway 141 (US 141). In 1934, a new bridge was built about a mile downstream and US 2 and US 141 were rerouted over the new span. The Upper Twin Falls Bridge closed to automobile traffic in September 1971. Ownership of the bridge and connecting roads was transferred to the DCRC and the Town of Florence. Robert Christensen, Michigan's coordinator for the National Register of Historic Places, opined in early 2013 that the bridge survived only because it had been bypassed by the other bridge.

Around 2000, the county road commission began considering the removal or restoration of the bridge. However, the commission could not afford removal. One argument in favor of removal came from pontoon boat owners as the vessels are unable to pass underneath the bridge.

The nomination process for inclusion on the National Register of Historic Places began in 2012. The nomination was reviewed by the Michigan Historic Preservation Review Board in May 2012 and by the Wisconsin Historic Preservation Review Board in August. Both groups supported the nomination, with unanimous support from the Wisconsin board. The nomination made use of a previous draft nomination produced by the Wisconsin Historical Society. After their approvals, Robert Christensen forwarded the nomination to the National Park Service in Washington, D.C. The bridge was added to the National Register of Historic Places on December 12, 2012. It is the first site nominated by both Michigan and Wisconsin. As a result of the listing, it is hoped by local groups that funding for restoration may become available.

According to Jim Harris, the DCRC superintendent of operations, there is no expectation of ever reopening the bridge to automobile traffic.

The historic Twin Falls Bridge, located four miles north of Iron Mountain, was built

in response to the Peninsula Power Company's plans to build the Twin Falls Power Dam. It made it necessary to replace the existing bridge crossing the Menominee River because upon completion of the dam and the gates closing the bridge would be under water.

The bridge spans the Menominee River and served horse wagons, buggy and auto traffic to and from Florence, Spread Eagle and Iron Mountain and points east and west for sixty years, closing to all truck and auto use in September, 1971. The Twin Falls Bridge and road was turned over to Dickinson County and the town of Florence. Dickinson and Florence counties each initially paid half of the construction costs of the bridge. A new bridge located a mile downstream was completed in 1934.

Designed by M.W. Torkelson, a Wisconsin bridge engineer, the Iron Bridge was built in 1910-11 by the Central States Bridge Company at a cost of \$5,106.

The contract to build the earthen approaches from the Wisconsin and Michigan sides was let by Gilbert "Bert" Carpenter, Dickinson County Engineer, to B.W. Hicks, of Vulcan, at a cost of \$7,500. The earthen approach on the Wisconsin side was constructed by using narrow gauge railroad tracks with a small steam locomotive to pull side dumping flatcars that were filled from a borrow pit on the Wisconsin side.

The period between 1914 and 1920 was a busy time for saloons which sprang up a mile from the Twin Falls Bridge because Michigan was "dry" and Wisconsin was "wet", causing liquor being run across the border from Wisconsin to Michigan. To control the rum running, the State of Michigan assigned constables to check all autos, buggies and wagons for liquor at the Twin Falls Bridge.

"The Twin Falls Bridge is clearly one of the most historically significant bridges in the region. In Michigan it is the only known example of a highway pin-connected,

Camelback, through truss bridge in the state. In Wisconsin it is one of only two known to exist.”

“The bridge and the causeways have been frozen in time as a reminder to all of days gone by. Little has changed around the bridge since it was constructed with the exception of the erection of the Carpenter Memorial and the construction of the Twin Falls Power Dam which created the Twin Falls Flowage to which the bridge and causeways now span.”

“The Iron Bridge and approaches have been neglected and are in need of repairs. The nomination process is underway to have the bridge listed on the National Register of Historic Places. As part of the nomination process representatives from the Town of Florence and the Dickinson County Road Commission will be contacted for local input. If listed, money will be more easily available for restoration. If concerned individuals and organizations don’t organize and come forth to the respective owners with ideas for restoration and potential uses in the near future, demolition is imminent.”

A monument at the north end of the bridge was erected and was dedicated on Memorial Day 1923 in honor of Gilbert Vilas Carpenter, who lost his life during World War I when the steamer on which he was returning from Cuba (sic) was sunk by an enemy submarine. He survived the torpedo attack but lost his life when the life raft [sic] in which he was in overturned. His body was never recovered. The monument was unveiled by Leonora Carpenter, his daughter.

Included on the program was William Kelly, Chairman of the County Board of Road Commissioners. In a short address he eulogized the life of Dickinson County’s beloved road engineer. “The boulders in this monument,” he declared, “are firm and solid and honest as he was.”

“Bert Carpenter did not graduate from any college and had no degree as an

engineer,” the speaker said. “Yet he had all the qualities of an engineer. He was acquainted with the laws of nature, he was an observer of what was to be seen and he was able to make the proper deductions from what he saw and he was able to apply his knowledge.”

A high tribute was paid to Mr. Carpenter by Frank E. Rogers, State Highway Commissioner, who was present at the service. Mr. Carpenter was a “natural born Engineer,” he said, “and the highway construction in Dickinson County was a testimonial to his ability.”

At the close of the Commissioner’s remarks Mr. Kelly read the inscription on the tablet. A legion firing squad then gave the salute for the dead, taps were sounded and the services were ended.

Mr. Carpenter was born in 1873 and died in 1918. From 1906 to 1918 he served as engineer of Dickinson County and during World War I he did road construction work at Camp Grant, Illinois. He was in the service of his country at the time of his death.

Mr. Carpenter also served during the Spanish American War, being attached to the Hospital Corps. Although not a surgeon, he was promoted to the rank of captain because of his ability.

“Mr. Carpenter was directly involved in the construction of the Twin Falls Bridge and Causeways. There is no more fitting place for his memorial. He had many road building accomplishments in Dickinson County, but, in my opinion this was his crown jewel.”

The cost of the monument was defrayed by the Dickinson County Road Commission and the tablet in bronze with suitable inscription was furnished by the State of Michigan Highway Department.

Interested persons and organizations can send their comments concerning the nomination of the Twin Falls Bridge to the National Register of Historic Places to both.

Timothy Bomberg  
Town of Florence Chairperson  
P.O. Box 251  
Florence, WI 54121

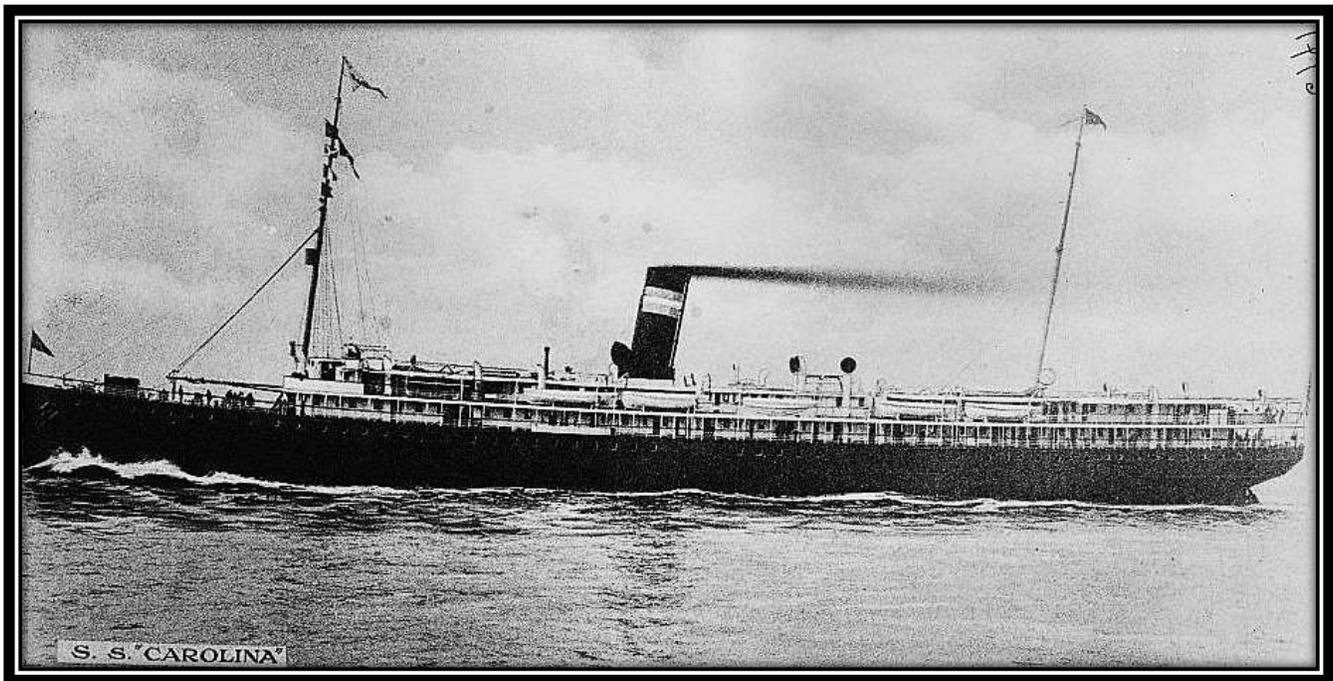
Ron Milbrath  
Chairman, Dickinson County  
Road Commission  
P.O. Box 519  
Iron Mountain, MI 49801

Ceremony at Twin Falls Will Be Held in  
Afternoon

The unveiling of the monument to Gilbert V. Carpenter, former county engineer, who lost his life during the war when the boat on which he was returning to the United States from Cuba was torpedoed by the Germans, will take place this afternoon. (May 25, 1923, Iron Mountain Press newspaper, Dickinson, Michigan.) The complete article can be found at the Dickinson County Library, Iron Mountain, Michigan.



## SS CAROLINA AND BLACK SUNDAY



The *SS Carolina* was a 380-foot-long passenger liner. It was one of six vessels sunk on a single day during World War I by the German submarine *U-151* on "Black Sunday". The wreck was rediscovered in 1995 by wreck divers John Chatterton and John Yurga.

### History

The Plant Investment Company originally contracted for the building of the vessel in 1895 with The Newport News Shipbuilding and Dry Dock Company. The original contract was for \$500,000, but the vessel ended up being delivered 3 years late and costing \$536,000 over budget, and represented the greatest loss (in percentage terms) of any ship built by The Newport News Shipbuilding and Dry Dock Company.

After such an inconspicuous start, things scarcely improved for the vessel. She was christened on January 30, 1896 as *La Grande Duchesse*, and following her sea trials was delivered to The Plant Investment Company in November 1896. She was

refused because of boiler and propeller problems, after which she was subjected to a refit, but was refused again in September 1897, and further modifications were made.

She successfully completed further sea trials in June 1898. She was finally accepted by The Plant Investment Company on April 9 1899 and the United States government chartered her for a transport in the Spanish–American War.

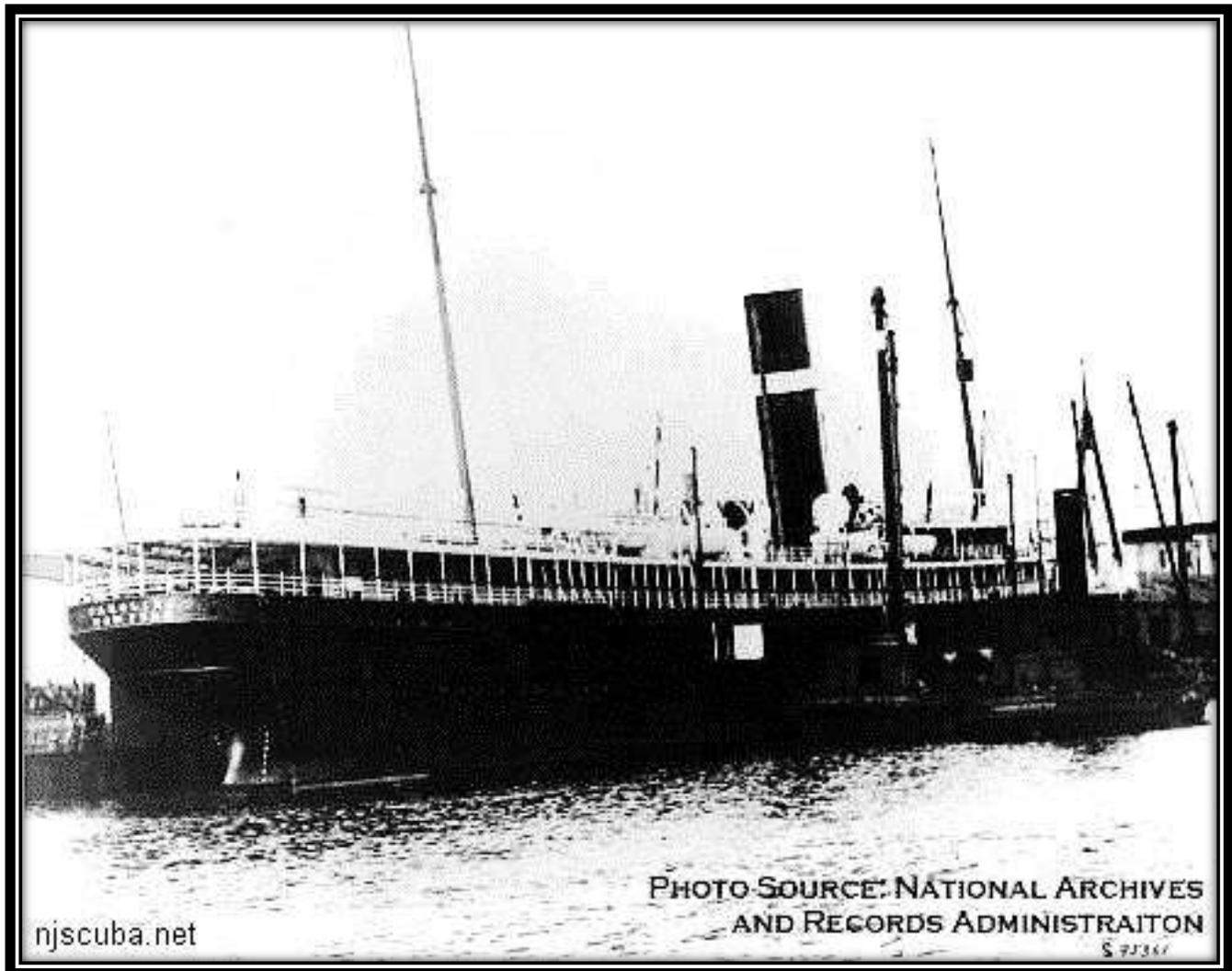
In November 1901 she was passed to the Ocean Steamship Company (and renamed *City of Savannah*), for whom she ran a service between New York City and Charleston, South Carolina.

She was then sold to the New York and Porto Rico Steamship Company in January 1906, and renamed the *Carolina*.

[The *SS Carolina* was a cargo ship when it was purchased in 1905 by Juan Ceballos, the owner of the Porto Rico Line (later renamed New York & Porto Rico Steamship Company). The company, which operated from 1885 to 1949, had a

regular service route from Puerto Rico (Porto Rico) to Cuba involving several cargo vessels in the transportation of sugar. In 1899, the company converted the SS

*Carolina* into a passenger ship, providing services between San Juan, Puerto Rico, Havana, Cuba and New York City.]



Throughout her working life, she had continual problems with her machinery. She seemed to suffer from vibration problems, and the twin-screw design of the stern causing steering and handling problems. She was further damaged by a fire on November 21, 1907 while in drydock.

In 1913, she had a considerable refit which resolved many of her mechanical problems. Ironically, the work was done by her original building yard, Newport News Shipbuilding and Dry Dock Company.

However, less than two months later she collided with the liner *Cleveland* in New York harbor.

### Sinking

SS *Carolina* left San Juan, Puerto Rico on May 29, 1918, with 218 passengers, 117 crew members and a cargo of sugar, bound for New York. At 5:55 p.m. on Sunday, June 2, she received a radio SOS from the U.S. schooner *Isabel B Wiley* saying that she was being attacked by a submarine.

The *Carolina's* master, Captain Barber [sic – Barbour], ordered full speed and

steered away from the reported location. Shortly afterwards, a surfaced submarine was sighted, the SM *U-151*, which fired three warning shells from her deck guns and hoisted the flag signal for “abandon ship”. The captain ordered the ship’s life boats to be filled, women and children first, and lowered at 6:30 p.m. When all the boats were away, the *U-151* fired three further shells into the ship’s port side and stood to while it listed and finally sank at 7:55 p.m.

Most of the ship’s boats stayed together and survived a squall during the night. They were picked up by the schooner *Eva B. Douglas* at 11 a.m. the following day. One life boat made it to the coast at Atlantic City and another was picked by the British steamship *Appleby*. At 4 p.m. the Danish steamship *Bryssel* found the swamped motor dory from the *Carolina*; the eight male passengers and five crew on the boat had drowned. It was the first loss of life caused by U-Boat activity on the US Atlantic seaboard. *Carolina* was one of six vessels sunk by the *U-151* on June 2, 1918, which caused that day to be known as “Black Sunday”.

### **Rediscovery**

The wreck was rediscovered by divers John Chatterton and John Yurga. Chatterton lodged a salvage claim in the New Jersey Federal district court, arresting the ship. The salvage case was heard by Federal District Court Judge Joseph Rodriguez, whose father, ironically, had been a passenger on the *Carolina*. However, Chatterton subsequently wrote an open letter to the diving community saying they were free to take items off the ship, he was simply protecting his position from insurance companies.

In the event, Chatterton would eventually salvage the purser’s safe from the *Carolina* with renowned wreck diver Gary Gentile, which was found to contain gold coin and jewelry. After relations between the two men broke down, Gentile would later write

in his book, *Shadow Divers Exposed*, that despite the assistance he lent to Chatterton, Chatterton only gave him a token share of the salvage claim.

The *U-151* was the first German U-boat to operate in U.S. territory in World War I. The *U-151* is not actually sunk in these waters, ( It was sunk deep off Virginia after the war. ) but it did “contribute” the following six shipwrecks, all on the same day, Sunday, June 2, 1918:

1. Schooner *Isabel B. Wiley*, 776 tons – bombed, 7:50 AM
2. Freighter *Winneconne*, 1869 tons – bombed, 9:12 AM
3. Schooner *Jacob M. Haskell*, 1798 tons – bombed, 12:00 AM
4. Schooner *Edward H. Cole*, 1791 tons – bombed, 4:00 PM
5. Freighter *Texel*, 3220 tons – bombed, 5:20 PM
6. Passenger liner *Carolina*, 5017 tons – shelled, 7:20 PM

The following day, the tanker *Herbert L. Pratt* (7125 tons) struck a mine laid in the area by the *U-151*, but was salvaged.

The total casualties for all seven vessels was only 13, amazing considering that 448 persons were imperiled and over 21,500 tons of shipping was damaged or destroyed. The 13 casualties that did occur were the result of a capsized lifeboat, not hostile action by the U-boat.

The captain of the *U-151* could afford to act in such a chivalrous manner for several reasons. *U-151* was the first U-boat ever to operate in US waters during WW I. Wireless radio technology was still at a primitive state, and anti-submarine patrol aircraft were unheard-of. This gave the submarine the advantage of surprise, and the luxury of being able to operate on the surface, and allow time for each victim’s crew to escape before finishing the attack.

The *U-151* sank a number of other vessels off the coast of Virginia before

returning safely to Germany. After WWI it was brought to America and finally sunk in bomb tests. In WW II, submarine warfare was considerably deadlier, both for the U-boats and their victims. While the U-151 is not a dive site itself, there are at least three WW II U-boats and several American submarines in the area.

On June 2, 1918, not long after the United States became involved in World War I, the German submarine U-151 sank six ships off the New Jersey coast in a single day, "Black Sunday." A group of local divers and shipwreck explorers has located and dived three of these wrecks, all of them below 200 feet, and has positively identified one of them, the *Carolina*.

The *Carolina* was a passenger liner, the U-151's last victim of the day. Her sinking resulted in the death of thirteen people when one of the lifeboats flipped over during a stormy night adrift at sea. These were the first fatalities attributable to U-boats off the U.S. coast.

The U-151 had a very successful mission overall, laying mines, disrupting communications, and sinking a total of 20 ships (another three were attacked, but were later salvaged) in just under a month's time off the mid-Atlantic coast.

## **Black Sunday**

by Tracey Baker Wagner

The mission of Korvettenkapitan von Nostitz and the U-151's crew was to disrupt shipping along the northeastern United States coast. Their record was impressive, with a total of 23 vessels successfully attacked in a month's time.

The U-boat arrived near the end of May, 1918, and immediately mounted several unsuccessful attacks with their deck gun.

Mines were planted off the Delaware capes, and the crew even cut telegraph cables connecting New York with Nova Scotia. These acts marked the first time that the battlefield had been brought to American shores in a hundred years.

On May 25, the U-151 stopped three American schooners off Virginia, took their crews captive in order to keep the sub's presence a secret, and bombed all three ships. Only one, the *Hattie Dunn* sank; the *Hauppauge* and the *Edna* remained afloat and were eventually salvaged. After these attacks, von Nostitz lurked along the mid-Atlantic coast for a week, not launching any further attacks.

On June 2, "Black Sunday", just before 8:00 in the morning, the U-151 began the most productive day of its mission. Before the day was out, the Germans would send six American ships to the ocean floor, and would continue on to do even more damage before eventually returning home at the end of June.

At 7:50 a.m. on June 2, sixty miles off the coast of New Jersey, von Nostitz spotted the American schooner *Isabel B. Wiley* as she sailed southward towards Newport News, Virginia. A single shell was fired by the U-151, and Captain Thomason brought his ship to. The captain and crew escaped in a motorboat, just as the *Winneconne* steamed into view.

At 8:10 a.m., the German sub began firing at the new target until she also hove to, then boarded and allowed Captain Waldemar Knudson and his crew a half hour to gather their belongings. Just over an hour after first firing on the *Winneconne*, German bombs ripped open the steamship's steel hull and sent her to the bottom. The three lifeboats from the *Winneconne* plus the motor launch from the *Wiley* took on the prisoners from the U-151's conquests of the previous week while the German boarding officer went after the drifting *Wiley*, setting off bombs to sink that vessel as well.

The Germans made sure the American sailors had adequate provisions before sending them off. The men in the *Wiley's* boat were picked up later in the afternoon by the Ward Line steamer *Mexico*. The ship sent a warning over the wireless; unfortunately it was not understood. The men were transferred to another ship, and landed at Hoboken, New Jersey, on the night of June 4.

The men in the *Winneconne's* boats rowed an estimated 65 miles until they were picked up by the *San Saba* about 25 miles off of Barnegat Light. This group landed at New York a full day earlier than the men from the *Wiley*.

Around noon, the U-151 fired two shots across the bow of the *Jacob M. Haskell*. When the schooner was brought to a stop, the sub ordered the crew to abandon ship, and the *Haskell's* captain told his men to lower the boats. Once all were clear, the ship was sunk by setting off charges hung over the sides. The *Haskell's* crew were later rescued by the American steamship *Grecian*.

Later in the afternoon, the Germans came upon another American schooner, the *Edward H. Cole*, which was en route from Norfolk, Virginia, to Portland, Maine. Without firing a shot, the U-151 stopped the *Cole* after circling her several times and then approaching with an order to abandon ship. Just after 4:00, bombs were set off, then a shell was fired into the schooner's wooden hull when she did not immediately sink. The *Cole's* captain, H. G. Newcombe, and 11 crew members escaped in one boat and were picked up at about 8:00 in the evening, but only after witnessing the destruction of yet another ship, the *Texel*.

The freighter *Texel*, carrying sugar from Puerto Rico to New York, was the U-151's next target. Captain Lowry initially attempted to evade the shots being fired at his ship, but was forced to give up after one shell hit the ship and exploded in the engine room. German explosives sent the *Texel* to

the bottom in less than three minutes, at about 5:20 p.m. The 36 men (and one cat, the ship's mascot) rowed all the way to shore, landing on Atlantic City's beach at midnight.

The U-151's final victim that day was the 5000+ ton passenger liner *Carolina*. The steamship was carrying 217 passengers from San Juan, Puerto Rico, to New York when the wireless operator intercepted a message about the sinking of the *Isabel B. Wiley* less than fifteen miles away. The captain was notified, and immediately ordered increased speed and an evasive, zig-zag course, but it was too late. The German submarine fired a shell through the *Carolina's* wake, then two more shots which came even closer to the ship. An SOS was transmitted, after which the Germans ordered the ship to cease transmitting.

Captain Barbour finally hove to, fearing for the safety of the women and children on board. Lifeboats were lowered as the captain destroyed all confidential papers; then he escaped in the last boat. Eight of the boats, all roped together, headed for shore. The U-151 fired shells into the *Carolina's* hull until she rolled onto her side and disappeared beneath the surface.

While the U-151 had caused great material and monetary loss, up until the sinking of the *Carolina* no lives had been lost. This was to change overnight as the 217 passengers and 113 crew from the passenger ship made their way towards shore. The eight boats under the command of Captain Barbour fared well, transferring about 250 people onto the *Eva B. Douglas* mid-morning the next day. The crowded sailing ship anchored off Barnegat Inlet, then was towed back to New York by the Submarine Patrol Number 507, arriving early on the morning of June 4th.

Not so lucky were Boat Number 5 and the *Carolina's* motor launch. Most of the passengers in Number 5 were dumped in the water when one end of the boat slipped as it was being launched. The two boats

lost sight of each other, but then got back together and tied a rope between the boats so the motor boat could tow the life raft. The connecting rope broke twice during a nighttime storm, and the motor boat overturned during its search for Number 5, drowning thirteen passengers.

Those who made it back into the motor launch were eventually picked up by a British ship and taken to Lewes, Delaware. Boat Number 5 finally landed at Atlantic City after another full day and night. The final survivors of the *Carolina*, eight women and 25 men, were helped ashore by vacationing beachgoers.

### Sinking

SS *Carolina* left San Juan, Puerto Rico on May 29, 1918, with 218 passengers, 117 crew members and a cargo of sugar, bound for New York.

At 5:55 p.m. on Sunday, June 2, she received a radio SOS from the U.S. schooner *Isabel B Wiley* saying that she was being attacked by a submarine.

The *Carolina's* master, Captain Barber, ordered full speed and steered away from the reported location. Shortly afterwards, a surfaced submarine was sighted, the SM *U-151*, which fired three warning shells from her deck guns and hoisted the flag signal for "abandon ship". The captain ordered the ship's life boats to be filled, women and children first, and lowered at 6:30 p.m. When all the boats were away, the *U-151* fired three further shells into the ship's port side and stood to while it listed and finally sank at 7:55 p.m.

Most of the ship's boats stayed together and survived a squall during the night. They were picked up by the schooner *Eva B. Douglas* at 11 a.m. the following day. One life boat made it to the coast at Atlantic City and another was picked by the British steamship *Appleby*. At 4 p.m. the Danish steamship *Bryssel* found the swamped motor dory from the *Carolina*; the eight male passengers and five crew on the boat had drowned. It was the first loss of life

caused by U-Boat activity on the US Atlantic seaboard. *Carolina* was one of six vessels sunk by the *U-151* on June 2, 1918, which caused that day to be known as "Black Sunday".

### Rediscovery

The wreck was rediscovered by divers John Chatterton and John Yurga. Chatterton lodged a salvage claim in the New Jersey Federal district court, arresting the ship. The salvage case was heard by Federal District Court Judge Joseph Rodriguez, whose father, ironically, had been a passenger on the *Carolina*. However, Chatterton subsequently wrote an open letter to the diving community saying they were free to take items off the ship, he was simply protecting his position from insurance companies.

In the event, Chatterton would eventually salvage the purser's safe from the *Carolina* with renowned wreck diver Gary Gentile, which was found to contain gold coin and jewelry. After relations between the two men broke down, Gentile would later write in his book, *Shadow Divers Exposed*, that despite the assistance he lent to Chatterton, Chatterton only gave him a token share of the salvage claim.

The mission of Korvettenkapitan von Nostitz and the *U-151's* crew was to disrupt shipping along the northeastern United States coast. Their record was impressive, with a total of 23 vessels successfully attacked in a month's time.

The U-boat arrived near the end of May, 1918, and immediately mounted several unsuccessful attacks with their deck gun. Mines were planted off the Delaware capes, and the crew even cut telegraph cables connecting New York with Nova Scotia. These acts marked the first time that the battlefield had been brought to American shores in a hundred years.

On May 25, the *U-151* stopped three American schooners off Virginia, took their crews captive in order to keep the sub's presence a secret, and bombed all three

ships. Only one, the *Hattie Dunn* sank; the *Hauppauge* and the *Edna* remained afloat and were eventually salvaged. After these attacks, von Nostitz lurked along the mid-Atlantic coast for a week, not launching any further attacks.

On June 2, "Black Sunday", just before 8:00 in the morning, the U-151 began the most productive day of its mission. Before the day was out, the Germans would send six American ships to the ocean floor, and would continue on to do even more damage before eventually returning home at the end of June.

At 7:50 a.m. on June 2, sixty miles off the coast of New Jersey, von Nostitz spotted the American schooner *Isabel B. Wiley* as she sailed southward towards Newport News, Virginia. A single shell was fired by the U-151, and Captain Thomason brought his ship to. The captain and crew escaped in a motorboat, just as the *Winneconne* steamed into view.

At 8:10 a.m., the German sub began firing at the new target until she also hove to, then boarded and allowed Captain Waldemar Knudson and his crew a half hour to gather their belongings. Just over an hour after first firing on the *Winneconne*, German bombs ripped open the steamship's steel hull and sent her to the bottom. The three lifeboats from the *Winneconne* plus the motor launch from the *Wiley* took on the prisoners from the U-151's conquests of the previous week while the German boarding officer went after the drifting *Wiley*, setting off bombs to sink that vessel as well.

The Germans made sure the American sailors had adequate provisions before sending them off. The men in the *Wiley's* boat were picked up later in the afternoon by the Ward Line steamer *Mexico*. The ship sent a warning over the wireless; unfortunately it was not understood. The men were transferred to another ship, and landed at Hoboken, New Jersey, on the night of June 4.

The men in the *Winneconne's* boats rowed an estimated 65 miles until they were picked up by the *San Saba* about 25 miles off of Barnegat Light. This group landed at New York a full day earlier than the men from the *Wiley*.

Around noon, the U-151 fired two shots across the bow of the *Jacob M. Haskell*. When the schooner was brought to a stop, the sub ordered the crew to abandon ship, and the *Haskell's* captain told his men to lower the boats. Once all were clear, the ship was sunk by setting off charges hung over the sides. The *Haskell's* crew were later rescued by the American steamship *Grecian*.

Later in the afternoon, the Germans came upon another American schooner, the *Edward H. Cole*, which was en route from Norfolk, Virginia, to Portland, Maine. Without firing a shot, the U-151 stopped the *Cole* after circling her several times and then approaching with an order to abandon ship. Just after 4:00, bombs were set off, then a shell was fired into the schooner's wooden hull when she did not immediately sink. The *Cole's* captain, H. G. Newcombe, and 11 crew members escaped in one boat and were picked up at about 8:00 in the evening, but only after witnessing the destruction of yet another ship, the *Texel*.

The freighter *Texel*, carrying sugar from Puerto Rico to New York, was the U-151's next target. Captain Lowry initially attempted to evade the shots being fired at his ship, but was forced to give up after one shell hit the ship and exploded in the engine room. German explosives sent the *Texel* to the bottom in less than three minutes, at about 5:20 p.m. The 36 men (and one cat, the ship's mascot) rowed all the way to shore, landing on Atlantic City's beach at midnight.

The U-151's final victim that day was the 5000+ ton passenger liner *Carolina*. The steamship was carrying 217 passengers from San Juan, Puerto Rico, to New York when the wireless operator intercepted a

message about the sinking of the *Isabel B. Wiley* less than fifteen miles away. The captain was notified, and immediately ordered increased speed and an evasive, zig-zag course, but it was too late. The German submarine fired a shell through the *Carolina's* wake, then two more shots which came even closer to the ship. An SOS was transmitted, after which the Germans ordered the ship to cease transmitting.

Captain Barbour finally hove to, fearing for the safety of the women and children on board. Lifeboats were lowered as the captain destroyed all confidential papers; then he escaped in the last boat. Eight of the boats, all roped together, headed for shore. The U-151 fired shells into the *Carolina's* hull until she rolled onto her side and disappeared beneath the surface.

While the U-151 had caused great material and monetary loss, up until the sinking of the *Carolina* no lives had been lost. This was to change overnight as the 217 passengers and 113 crew from the passenger ship made their way towards shore. The eight boats under the command of Captain Barbour fared well, transferring about 250 people onto the *Eva B. Douglas* mid-morning the next day. The crowded sailing ship anchored off Barnegat Inlet, then was towed back to New York by the Submarine Patrol Number 507, arriving early on the morning of June 4th.

Not so lucky were Boat Number 5 and the *Carolina's* motor launch. Most of the passengers in Number 5 were dumped in the water when one end of the boat slipped

as it was being launched. The two boats lost sight of each other, but then got back together and tied a rope between the boats so the motor boat could tow the life raft. The connecting rope broke twice during a nighttime storm, and the motor boat overturned during its search for Number 5, drowning thirteen passengers.

Those who made it back into the motor launch were eventually picked up by a British ship and taken to Lewes, Delaware. Boat Number 5 finally landed at Atlantic City after another full day and night. The final survivors of the *Carolina*, eight women and 25 men, were helped ashore by vacationing beachgoers.

In January, 1906, the ship was sold to the New York and Porto Rico Steamship Company in January 1906, and renamed the *SS Carolina*.

Throughout her working life, the ship had continual problems with her machinery. She seemed to suffer from vibration problems, and the twin-screw design of the stern causing steering and handling problems. She was further damaged by a fire on November 21, 1907 while in drydock.

In 1913, she had a considerable refit which resolved many of her mechanical problems. Ironically, the work was done by her original building yard, the Newport News Shipbuilding and Dry Dock Company. However, less than two months later she collided with the liner *Cleveland* in New York harbor.