

SUNKEN DREAMS



THE FINNS ON BOARD THE TITANIC

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Preface

April 15, 2012 will mark the 100th anniversary of the sinking of the largest and the most luxurious ocean liner of its time, RMS Titanic, which collided with an iceberg on its maiden voyage and sank in the North Atlantic Ocean. There were 2,223 passengers and crew members on board, 706 of whom survived. Altogether, 1,517 men and women lost their lives in the disaster. The rescue operation continued for days, but all the bodies could not be recovered. Several hundreds vanished in the deep waters. The remains of more than 300 victims were found, but some were buried at sea as well. Most of those buried on land were laid to rest in the three cemeteries of Halifax, Canada.

The Titanic also carried Finnish passengers: some were immigrating to America for the first time, others coming back after visiting the old country. There were voyagers traveling alone as well as parties and entire families. Different sources suggest there were 63 Finns on the Titanic, only 20 of whom survived. However, this number might not include all of the Finns on board. E.g. SS Carpathia, which brought the survivors to New York on April 18, 1912, had on its passenger list Finnish citizen Alice Johnson and her two children, who were actually American citizens. Alina Backberg from Helsinki does not appear on any other list of Finns on board.

The purpose of this presentation is to describe the destinies of the Finns on the Titanic. All of them embarked on the Titanic at Southampton, from where the maiden voyage began on April 10, 1912. However, the majority had started their journey in Hanko by boarding the SS Polaris on April 3, 1912. Some had traveled first to Sweden and

then journeyed on from Gothenburg to England. There were also those, who had planned to leave England on a different ship, but under unfortunate circumstances had a change of plans and ended up on the Titanic.

This presentation is based on information gathered by Jarno Linnolahti, Director of The Provincial Archives of Joensuu, about the Finnish passengers on the Titanic (http://koti.mbnet.fi/jartsi50/Index_files/titmat03.htm). Encyclopedia Titanica (<http://www.encyclopedia-titanica.org/>) has been the most important source of information. Added to that is data from published literature, various archives as well as private citizens. Linnolahti's list has been completed mostly with the help of church documents, passport and passenger records as well as information from the Vital Records of the United States. I would like to express my gratitude to Jarno Linnolahti for his magnificent teamwork.

In the second edition of this publication passenger presentation has been revised and expanded. Further illustrations have also been added, as well as excerpts from original passenger lists and newspapers.

In Turku on May 20, 2013

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Cash	P.paid	Namn	M	Q	B	inf.	Frå	Till	Angf.	Dag	Anmärkning
N ^o 110349	110349	Lyylti Leinonen	ad				Hög	New York	43:25	4-11	5/3 Titania 27/3-12
" 112123	112123	Elina Peltola	ad						44:50	4-11	8/3 Olympia 3/4
57923		Ulla Johanna Melmanen	26	26					269		11 " " " "
11 1260		Juho Nygård	23					Oklahoma, Okl.	682	50	4/11 II ^d genomg
11 1261		Josak Alfred Nygård	20								Tissa. Sönd. 11. Sönd. 11.
65455		Selma Meriluoto	20								
" 56		Hilda Liimatainen	31								
" 57		Maja Kemmerlin	17								
65335		Helena Wilhelmina Rahlom	41								
		Niktor Rikhard	18								
		Sara Helena									2
N ^o 113522	113522	Josak Rantanen	ad								
F. 8. 1. 111997	111997	Olga Kallonen	18								
65337		Lars Husgafvel	33								
		Hilma									34
		Martin									6
		Edith									4
N ^o 113523	113523	Emil Sjödös	ad								
65458		Evert Suntu	25								
65459		Victor Strom	34								
		Jenny									32
		Kaia									3
		Erik									7/2
											8 10 7 1
A 7 Ferrin 86 43138	43138	Hedvig Turheela	ad				Hög	Hibbing Minn.	44:50 + 24:70	4-11	5/3 Titania 10/4
N ^o 100576	100576	Sofia Laitinen	ad				H. förs	New York	44:50 + 4-	4-11	5/3 Titania 10/4
" 113515	113515	Katriina Jussila	20						45:75 + 4-	4-12	Sjönk på sin första
" 113516	113516	Mari Jussila	21						45:75 + 4-	4-12	tar genom kollision med ett isberg
F. 8. 1. 111991	111991	Anna Sofia Turja	18				Hög	Ashtabula, Ohio	45:75 + 9-	4-12	Räddade blifva:
66332		Kalle Mäkinen	29					Glassport, Pa.			Lyylti Silven och Anna Hämäläinen med Wiljo, inf.
63893		Johan Sundman	44					Cheyenne, Wyo	468		
		Transp	25								

The Finnish Steamship Company's (F.A.A.) passenger list

► Most of the Finns on the Titanic had boarded SS Polaris at Hanko on April 3, 1912. Afterwards, a note was added to the passenger list: "Sjönk på sin första tur genom kollision med ett isberg" ("Sank on her first voyage after colliding with an iceberg").

Handwritten note on a separate piece of paper:
 Sank på sin första tur genom kollision med ett isberg.
 Räddade blifva:
 Lyylti Silven och Anna Hämäläinen med Wiljo, inf.

Cash	P.paid	Namn	M	Q	B	inf.	Frå	Till	Angf.	Dag	Anmärkning
65758	100	Jeda L. Ilmakangas	27				Hög	New York	269		U. borg
" 59		Sista Sofia Ilmakangas	25						269		
63335		Josak Niijo-Nirwa	41					Sudbury, Ont.	336		J. jöta
" 36		Matti Rintamäki	35						336		
" 37		Nikolai Kallio	17						336		
" 38		Matti Mänpää	22						336		
47460		Anders Wille Gustafsson	37					New York	269		Louisa
" 61		Johan Birgel Gustafsson	28						269		
11 1262		Lyylti Silven	18						440		Kemi II ^d genomg
11 1263		William Lahtinen	36						440		II ^d genomg
		Anna							880		
11 1264		Martta Hiltunen	14						440		Hög II ^d genomg
11 1265		Anna Hämäläinen	24								
		Wiljo							478	25	II ^d genomg
47459		Carl Anton Backstrom	32								
		Mari Kathilda							618		Louisa 7. II ^d tillk Hög - Kull
65460		Pateka Hakkarainen	28								
		Elin									
" 61		Antti Sihvola	21					Monessen, Pa.	630		Hög
" 62		Arna Andersson	17					Mountain Home, Idaho	553		
" 63		Laina Heikkinen	26					New York	269		II ^d tillk Hög - Kull
" 64		Elina Honkonen	27						269		
" 66		August Abrahamsson	20						269		
" 67		Eino Lindqvist	20						269		
" 68		Kerik Jussila	32					Monessen, Pa.	315		
" 69		Ilmari Alhomäki	20						315		
" 70		Juho Strandén	31					Astoria, Oreg.	588		
65648		Johan Nikkanen	39					Duluth, Minn	393		
25096		Wandla Heininen	23					Boston	269		Moin
65626		Nikolaj Peltomäki	35					New York	269		sko
		Transp	19	17					269		H. förs

Name of Ship TITANIC.
 Steamship Line WHITE STAR LINE.

Date of Departure APR 10 1912 191
 Where bound NEW YORK

NAMES AND DESCRIPTIONS OF ALIEN PASSENGERS EMBARKED AT THE PORT OF SOUTHAMPTON

A.—TRANSMIGRANTS, that is alien passengers (other than first-class passengers) who arrived in their possession Prepaid Through Tickets, and in respect of whom security has been given that they will proceed to places outside the United Kingdom.

(1) Contract Ticket Number.	(2) NAMES OF PASSENGERS.	Adults.	Children.	(8) Class. (Whether 1st, 2nd or 3rd.)	(4) Port at which Passengers have contracted to land.	(5) AGES OF PASSENGERS.								(7) Arrival in United Kingdom. Port.	(8) Country of which Citizen or Subject.	(9) Steamship Line.
						Adults of 12 years and upward.		Children between 1 and 12.		Infants.						
						Male	Female	Male	Female	Male	Female					
101273	Brit Ford	23	30	2	NEW YORK	12	12	16	16	12	18	1	1	Finns	Stull	Fenland S.S. Co.
✓	Patti Kuntamaki	/	/	/	THIRD CLASS.											
4	✓ Mikko Kallia	/	/	/												
5	✓ Matti Maenpaa	/	/	/												
7	✓ Johan Gustafson	/	/	/												
8	✓ Axel Backstrom	/	/	/												
	✓ Matti	/	/	/												
9	✓ Pekka Hakkarainen	/	/	/												
	✓ Elin	/	/	/												
30	✓ Antti Schvola	/	/	/												
1	✓ Eino Andersson	/	/	/												
2	✓ Saima Hakkarainen	/	/	/												
3	✓ Elmer Hakkarainen	/	/	/												
4	✓ August Abrahamson	/	/	/												
5	✓ Eino Lindqvist	/	/	/												
6	✓ Eruke Hussila	/	/	/												
7	✓ Elmar	/	/	/												
8	✓ Eino Strandén	/	/	/												
9	✓ John Chikaren	/	/	/												
3101240	✓ Matti Hakkarainen	/	/	/												
1	✓ Mikko Pittonmaki	/	/	/												
2	✓ Antti Saponen	/	/	/												
3	✓ Eino Teikainen	/	/	/												
4	✓ E. Pekonemi	/	/	/												
5	✓ Aune Ponnea	/	/	/												
	✓ Sammi	/	/	/												
	✓ Aune	/	/	/												
	✓ Ernesto	/	/	/												
	✓ Eonia	/	/	/												
	✓ Eino	/	/	/												
	✓ William	/	/	/												
6	✓ Werner Salonen	/	/	/												
7	✓ Manda Nieminen	/	/	/												
8	✓ Aune Haronen	/	/	/												
	✓ Aune	/	/	/												
3101305	✓ Rose Jardim	/	/	/										Portuguese	Southampton	RMS P. & O.
6	✓ Manuel Goncalves	/	/	/												
7	✓ Domingos Coelho	/	/	/												
8	✓ Luigi Pinote	/	/	/										Italian	Syrain	
9	✓ Ali Assam	/	/	/												
3101310	✓ Adela Assam	/	/	/												
1	✓ Ali Ahmet	/	/	/												
2	✓ William Ali	/	/	/												

The Titanic passenger list
 ▶ All of the Finns boarded the Titanic in Southampton on April 10, 1912. The list shows some of the Finns who traveled in third class. Source: Ancestry.com UK, RMS Titanic, Outward Passenger List, 1912

(42)

14 14 19 53 12 20 2 1

Second-Class Passengers

Collander, Erik Gustaf

Engineer Erik Gustaf Collander was born in Mikkeli on April 19, 1884. Erik's father was factory owner Paul Collander. Collander worked as a technical director at a large paper mill near Helsinki.

Erik Collander left Helsinki on April 1, 1912, traveling to England via Sweden. A second-class ticket on the Titanic cost £13. Collander was on his way to America for a vacation and to study. According to an Ohio newspaper, he meant to surprise his cousin, Dr Paul J. Collander, who lived in Ashtabula, Ohio. Erik Collander drowned and his body was never recovered.



► Erik Gustaf Collander

Hiltunen, Martta

Miss Martta Hiltunen was born in Kuopio on February 7, 1894. At a later date she moved to Kontiolahti. Her parents were foreman Pekka Hiltunen and Iida Muinonen.

Martta Hiltunen boarded the SS Polaris in Hanko on April 3, 1912 to sail to England. On the Titanic she traveled in second class with Anna Hämäläinen and Anna's son Viljo. Both of the latter were rescued. Martta was taking care of Anna's luggage and did not make it to the lifeboat.

Martta Hiltunen drowned with the Titanic and her body was never found.

Hämäläinen, Anna

Mrs Anna Amanda Hämäläinen, born 1888, craftsman's wife from Kiihtelysvaara.

Anna Hämäläinen boarded the SS Polaris in Hanko on April 3, 1912. On the Titanic she traveled in second class together with her son Viljo and Martta Hiltunen. The tickets for Anna and Viljo cost 478 Finnish marks. Anna was on her way to her husband Juho who lived in Detroit, Michigan.

Both Anna and Viljo made it to the lifeboat number 4 and continued their journey immediately from New York to Detroit on April 19, 1912.

Hämäläinen, Viljo Unto Johannes

Viljo Hämäläinen (William Hamlin) traveled at the age of 8 months with his mother Anna Hämäläinen and Martta Hiltunen.

Viljo Hämäläinen and his mother Anna made it to the lifeboat number 4. Viljo was the youngest Finn to survive the Titanic.



► Martta Hiltunen



► Anna and Viljo Hämäläinen

Lahtinen, Anna Amelia

Anna Amelia Lahtinen (née Silvé/Silven) was born on February 17, 1879 in Hancock, Michigan, where her parents John Jakob and Elisabeth Silvé had emigrated from Oulu in 1877. In 1886 the family moved to South Dakota and Anna married Pastor William Lahtinen on October 12, 1904. The Lahtinen family moved to Cokato, Minnesota the following year and obtained American citizenship in 1910.

Anna and William Lahtinen arrived in Kemi in the fall of 1911 to visit relatives and to offer a helping hand to Anna's cousin Lyyli Silvé, who was immigrating to America. Anna and William had brought along their adoptive daughter Martha Lahtinen, b. 1907, who died in Kemi during their visit, on March 10, 1912. Martha's ailment delayed the family's return to Minneapolis, where they had had a new home built in their absence.

Anna, her husband William Lahtinen, and Lyyli Silvé embarked on the England-bound SS Polaris in Hanko on April 3, 1912. Their second-class ticket cost 440 Finnish marks. After the Titanic collided with the iceberg, Anna

boarded a lifeboat, but then decided to return to her husband on deck. Lyyli Silvén survived. She later described how Anna had seemed quite upset, whereas William had calmly continued smoking his cigarette.

Both Anna and William were drowned and their bodies were never found.

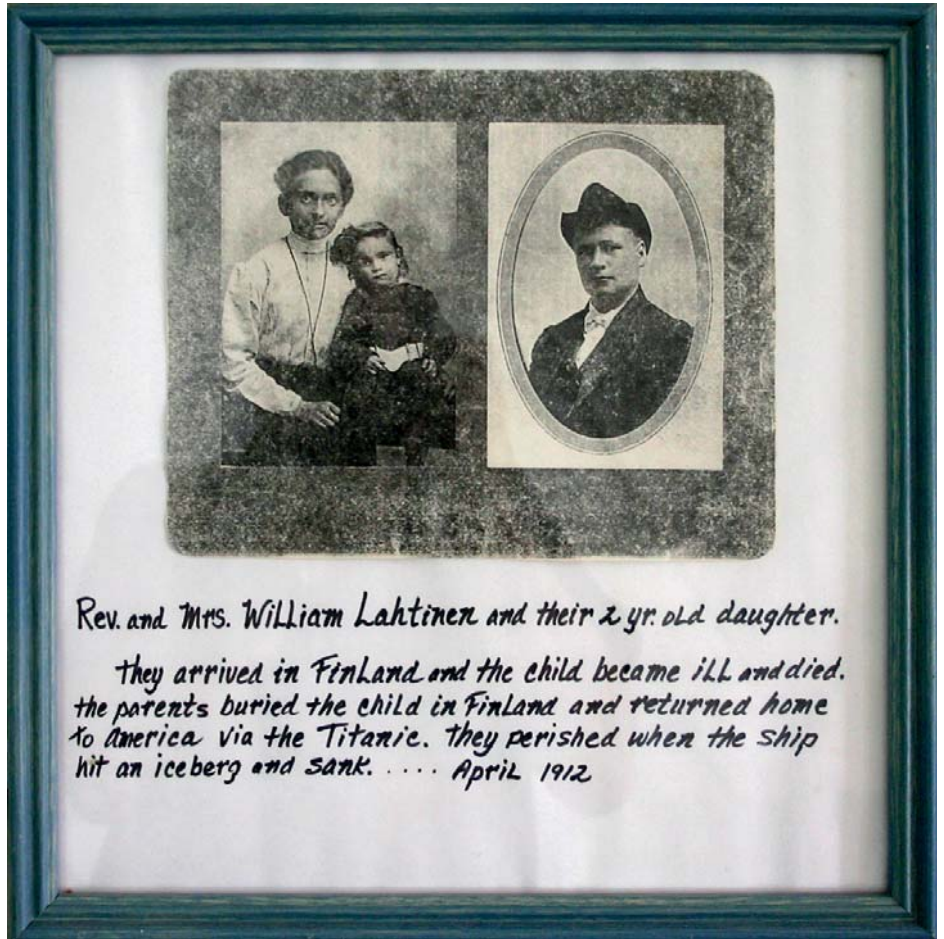
Lahtinen, William

Pastor William Lahtinen (formerly Wilhelm Peura) was born on April 23, 1876 in Viitasaari. His parents were dependent lodger Henrik Gabriel Peura and Fredrika Hämäläinen.

William Lahtinen left for America for the first time in August 1903 and married Anna Silvén on October 12, 1904 in South Dakota. The following year the Lahtinens moved to Cokato, Minnesota and obtained American citizenship in 1910.

In the fall of 1911 Lahtinen, who was a lay preacher in the Laestadian movement, traveled to Finland with his wife Anna in order to help her relative Lyyli Silvén, who wanted to immigrate to America. Anna and William had with them their adoptive child Martha Lahtinen, b. 1907, who died in Kemi during their visit, on March 10, 1912. Martha's ailment had postponed their return back to Minneapolis, where they had had a new home built during their visit to Finland.

In Hanko, William Lahtinen boarded the England-bound SS *Polaris* together



er with his wife Anna and Lyyli Silvén. Second-class ticket cost 440 Finnish marks. After the Titanic collided with an iceberg, Anna managed to get onto a lifeboat, but then decided to leave the boat and wait for her husband. Lyyli Silvén survived. She later described how Anna had seemed quite upset, whereas William had calmly continued smoking his cigarette. The Titanic survivors described how the pastor held a revival meeting on the deck of the sinking ship.

Both William and Anna Lahtinen were drowned and their bodies were never recovered.

The records of the Mansion House Titanic Relief Fund show that William Lahtinen's widowed mother Fredrika Peura, who lived in Viitasaari, was paid £50 in 1914 in compensation for the drowning of her son.



► Finnish Lutheran Church, William Lahtinen's home church, on the original site in Cokato before the move to Annandale Pioneer Park in 1975 (photo below taken in 2005).



Silvén, Lyyli Karoliina

Lyyli Karoliina Silvén (Silfvén) was born on June 11, 1894 in Tornio. Her parents were postman Aleksanteri Nikolai Silvén and Anna Karolina.

Lyyli Silvén departed from Hanko on SS Polaris bound for England together with William and Anna Lahtinen on April 3, 1912. On board the Titanic Lyyli shared her second-class cabin with fellow Finn Anna Sinkkonen. The price of the ticket was 440 Finnish marks.

When the Titanic sank, Lyyli saw Anna and William Lahtinen standing on the deck as lifeboats were being

launched. According to her, she got into the last of them (probably boat number 16), but her relatives the Lahtinens were drowned.

In New York, Lyyli Silvén and her cabin companion Anna Sinkkonen were quartered in a Jewish "Welcome Home". Lyyli visited Finland once, in 1924. She married Otto Wilhelm Moilanen from Lemu and died in Alameda, California on February 5, 1974.

Sinkkonen, Anna Maria

Servant Anna Maria Sinkkonen was born in Parikkala on March 12, 1882. Her

parents were farm owner Matti Sinkkonen and Leena Poutanen.

Anna Sinkkonen boarded the SS Polaris in Hanko and set off for England on April 3, 1912. She was on her way to Massachusetts, where her sister Ida Sinkkonen lived. Anna traveled in second class sharing her cabin with fellow Finn Lyyli Silvén. Her ticket had cost 440 Finnish marks.

Anna Sinkkonen made it to lifeboat number 10.

In New York Anna Sinkkonen and her cabin companion Lyyli Silvén were quartered in a Jewish "Welcome Home".

DIRECTOR FOR ADVERTISEMENTS WILL BE FOUND UNDER THE NAME IN THIS LIST
THE WEATHER. Currents, tides, etc.

THE NEW YORK HERALD.

WHOLE NO. 27,628. ***** NEW YORK, TUESDAY, APRIL 16, 1912—TWENTY-EIGHT PAGES—48 CENTS PER COPY—PUBLISHED BY THE HERALD COMPANY. PRICE THREE CENTS.

THE TITANIC SINKS WITH 1,800 ON BOARD; ONLY 675, MOSTLY WOMEN AND CHILDREN, SAVED

DRES. JOHN SANDERSON. MADE BY FREDERICK S. SANDERSON, NEW YORK.



FRANK W. HALL



HULLOR STRAUS



CAPTAIN ARCHIBALD GUY



HULLOR STRAUS

DRAWINGS OF THE TITANIC, ARRANGED TO SHOW THE CHARACTER OF THE DISASTER.



M. J. BRIGGS



MAP SHOWING LOCATION OF THE TITANIC AT THE TIME OF THE ACCIDENT.



M. J. BRIGGS



CAPTAIN E. J. SMITH

MOST APPALLING DISASTER IN MARINE HISTORY OCCURS WHEN WORLD'S LARGEST STEAMSHIP STRIKES GIGANTIC ICEBERG AT NIGHT

Scores of World's Most Widely Known Persons, Including Colonel John Jacob Astor and His Wife, William T. Stead and Isidor Straus Among Those Whose Fate Is in Doubt.

The Carpathia's Survivors List

A partial list of the survivors who were saved by the Carpathia, leaving for this port, will be found on page 2 of this morning's Herald.

Third-Class Passengers

Abrahamson, August Johannes

Sailor August Johannes Abrahamson was born on July 15, 1892 in Taalintehdas (Dalsbruk), Dragsfjärd.

August Abrahamson sailed aboard the SS Polaris from Hanko to England on April 3, 1912. His destination was Hoboken, New Jersey, where his brother Anton Abrahamson resided. His ticket cost 269 Finnish marks. August traveled with Eino Lindqvist, also from Taalintehdas. They were accompanied by Eino's sister Helga Hirvonen and her daughter Hildur. On the Titanic August shared his third-class cabin with five other Finns.

August was asleep in his cabin when the impact occurred. At first he was not going to get up, but changed his mind, suspecting there was something wrong, and went to warn Eino Lindqvist in the neighboring cabin. They ascended to the boat deck and looked for Eino's family members. August reached a lifeboat (probably number 15). Afterwards he described hearing stifled explosions as the ship went down.

August Abrahamson arrived in New York on the SS Carpathia on April 18 and was quartered at St. Vincent's Hospital. August settled in Brooklyn, New York, and worked as a ship carpenter and as a supplier. He visited Finland together with his wife Martha in the 1920s. August Abrahamson died in America in 1961.

Alhomäki, Ilmari Rudolf

Baker Ilmari Rudolf Alhomäki was born in Salo on March 12, 1893.

Ilmari Alhomäki took the England-bound SS Polaris in Hanko on April 3, 1912. The cost of his journey was 561 Finnish marks, including not only the sea fare but also the train fare to Astoria, Oregon. He was on his way to see his brother Arthur Alhomäki.



720000

The original and each copy of an application for a passport must have attached to it a photograph of the applicant's photograph. A loose, signed photograph of the applicant must accompany the application. The photographs must be on thin paper, should have a light background, and be two inches in size.

Fee for passport, one dollar.
Fee for securing application, one dollar.

[FORM OF 1918.]
FORM FOR NATURALIZED CITIZEN

DEPARTMENT OF STATE
WASHINGTON

FEB 11 1921

UNITED STATES OF AMERICA,
STATE OF NEW YORK, ss:
COUNTY OF NEW YORK,

I, August Johannes Abrahamson, a NATURALIZED AND LOYAL CITIZEN OF THE UNITED STATES, hereby apply to the Department of State, at Washington, for a passport, accompanied by my wife,

I solemnly swear that I was born at Dragsfjärd, Finland on July 15 1892; that I emigrated to the United States, sailing from Southampton about April 10, 1912; that I resided 8 years 9 months years, uninterruptedly, in the United States, from 1912 to 1921, at 518 Clinton St. Brooklyn and 807 41st Street; that I was naturalized as a citizen of the United States before the Supreme Court Kings County State of NY at Brooklyn NY on Jan 17 1921 as shown by the Certificate of Naturalization presented herewith; that I am the IDENTICAL PERSON described in said Certificate; that I have resided outside the United States since my naturalization at the following places for the following periods:

I have never resided from _____ to _____ outside of the U.S.A., from _____ to _____

that I am domiciled in the United States, my permanent residence being at 807-41st St. Brooklyn in the State of NY, where I follow the occupation of carpenter; that I am about to go abroad temporarily, and intend to return to the United States within 12 months with the purpose of residing and performing the duties of citizenship therein; and that I desire a passport for use in visiting the countries hereinafter named for the following purpose:

Finland (Name of country.) Visit relatives & etc. (Object of visit.)
Norway (Name of country.) and other foreign countries (Object of visit.)
Sweden (Name of country.) and other foreign countries (Object of visit.)

I intend to leave the United States from the port of Brooklyn (Port of departure) sailing on board the Bergenfjord on February 18, 1921 (Date of departure.) My last passport was obtained from Abrahamson, Finland on 1912 and was lost on the Titanic which was lost at sea.

OATH OF ALLEGIANCE.

Further, I do solemnly swear that I will support and defend the Constitution of the United States against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; and that I take this obligation freely, without any mental reservation or purpose of evasion: So help me God.

August Abrahamson
(Signature of applicant.)

Sworn to before me this _____ day of _____ 1921
of _____
[Signature of Passport Agent.]
Passport Agent, Department of State.

3706

(OVER.)

▶ August Abrahamson's passport application in New York in February 1921, in which he states that he has resided in the United States continuously for 8 years and 9 months. His previous passport, issued in Turku in 1912, was lost when the Titanic sank. Source: Ancestry.com. U.S. Passport Applications, 1795-1925.

Ilmari Alhomäki was drowned and his body was never found. Alhomäki's family was awarded £50 in compensation from a relief fund.

A story runs in his family according to which Ilmari had managed to reach an ice floe, but eventually froze to death.



► *Ilmari Rudolf Alhomäki*

Andersson, Erna

17-year-old maid Erna Aleksandra Andersson was born in Ruotsinpyhtää, and her father was Anders Aspelin. Her last residence in Finland was Kulla Manor (Kulla Gård) in Loviisa.

Erna Andersson traveled aboard the SS *Polaris* from Hanko to England on April 3, 1912. Her final destination was New York City, where her brother Rudolph Andersson lived. Her ticket cost 269 Finnish marks.

Erna was rescued onto collapsible lifeboat D and she arrived in New York on April 18, 1912, aboard the *Carpathia*. She was quartered at the Union League Home together with Maria Backström.

Erna Andersson stayed in New York and worked as a domestic. In 1924 she returned to Finland for a visit, re-embarked for America and married a Finnish man named Johansson. They settled in Michigan.

Backström, Karl Alfred

Carpenter Karl Alfred Backström was born in Ruotsinpyhtää on January 14,

1880. His parents were dependent lodger Karl Gustav Backström and Sofia Lovisa Grundström.

Karl Backström went to America for the first time in the fall of 1906. He returned to Finland and married Maria Mathilda Gustafsson in 1911. Then, he was offered a management position in construction in America and decided to go back. He enticed his wife's brothers, Johan Birger and Anders Vilhelm Gustafsson, to go along, as he wanted to work with people he knew.

Karl Backström's wife, Mathilda, was six months pregnant when they departed from Hanko on SS *Polaris*, bound for Hull, on April 3, 1912. Their joint ticket cost 618 Finnish marks.

Karl Alfred Backström drowned and his body was never recovered. Mathilda's two brothers were also drowned. Mathilda was rescued and she immediately returned to Finland. She was paid £325 in compensation.



► *Karl Alfred Backström*

Backström, Maria Mathilda

Carpenter's wife Maria Mathilda Backström (née Gustafsson) was born in Ruotsinpyhtää on July 28, 1878. Her parents were farmer's son Karl Gustafsson and Maria Lovisa Gustafsson.

Mathilda Backström embarked for America in December 1902, but returned to Finland later. She married her childhood friend Karl Backström in 1911.

Her husband was offered a job in America, and on April 3, 1912, the family boarded the *Polaris* in Hanko and embarked on a voyage to America. With them were also Mathilda's two brothers, Johan Birger and Anders Vilhelm Gustafsson. Mathilda was six months pregnant. She sent a letter home, writing that the trip had gone well. They had paid 618 Finnish marks for their joint ticket.

On the night of the accident, Mathilda Backström was compelled by her husband Karl to board one of the last lifeboats (collapsible D). Karl assured her he would try to get to the next one. Mathilda was wearing nothing but her nightgown and a lifejacket. Despite his promises, Karl did not succeed in reaching a boat. He was drowned and so were Mathilda's two brothers.

Mathilda Backström arrived in New York on SS *Carpathia* on April 18, 1912. She was at the Union League Home together with Erna Andersson. Mathilda did not want to stay in America, and the White Star Line paid her journey back home. She embarked for Finland aboard the *Urania* (Finnish Steamship Co.) on May 9, 1912.



► *Maria Mathilda Backström*

In June she gave birth to a baby girl named Alfhild Maria. A picture of "Maria Bickström" [sic] and her son was published in New York a few days after the arrival of the Carpathia. It was clearly a mistake, as Maria had no son.

Maria Mathilda Backström died in Ruotsinpyhtää on June 30, 1947.

Berglund, Karl Ivar Sven

Workman Karl Ivar Sven Berglund was born in Sund, in Aland Islands on January 24, 1890. His parents were bricklayer Karl August Berglund and Emma Lovisa Rydberg.

Karl Berglund was enticed to America by the words of his neighbor, dockworker Alfred Rindell, who had paid the Berglunds a visit from America in 1911. Rindell had promised Karl a job in construction and had also sent him the money for the journey.

Karl Ivar Berglund went first to Stockholm and there bought a ticket for a ship to America. He boarded the Wilson Line's Calypso, bound for England, in Gothenburg on April 5, 1912. Only in Southampton did he realize he was getting on board the Titanic, as a national coal strike in the U.K. caused major disruptions to shipping schedules. He sent his parents a postcard from Southampton with a picture of the Titanic. His parents received his card and the news of the Titanic's sinking at the same time. The drowning of their son Karl was confirmed a few weeks later.

Karl Ivar Sven Berglund drowned and his body was never recovered. His family was paid a compensation of £75.

Gustafsson, Alfred Ossian

Workman Alfred Ossian Gustafsson was born in Kökar, Aland Islands on May 12, 1892. His parents were parish clerk Gustaf Albert Gustafsson and Olivia Angelina Karlström.

Alfred's older brother Verner was already living in New York and helped him realize the trip by sending him the

money for the ticket. Verner had previously lived in Illinois, and on some records Alfred has been listed as Finnish-American and on his way back to his home in Illinois.

On several Titanic records he has also been listed as Swedish, apparently because he traveled via Sweden. He departed from Gothenburg to England on the Wilson Line's Calypso on April 5, 1912. Only in Southampton did he realize he was getting on board the Titanic, as a coal strike caused major disruptions to shipping schedules.

Alfred Ossian Gustafsson drowned in the Titanic tragedy and his body was never found. His parents were paid £50 in compensation for the loss of their son.

Gustafsson, Anders Vilhelm

Workman Anders Vilhelm Gustafsson was born in Ruotsinpyhtää on April 5, 1875. His parents were farmer's son Karl Gustafsson and Maria Lovisa Gustafsson.

Anders Gustafsson embarked for America for the first time in the fall of 1906, but returned to Finland. His friend Karl Alfred Backström, who was also his brother-in-law, was going back to America and offered both Anders and his brother Johan Birger a job at his new construction site in America.

Anders Vilhelm Gustafsson, his brother Johan Birger, their sister Mathilda

Backström and her husband Karl Backström departed from Hanko aboard the Polaris on April 3, 1912.

Anders Vilhelm Gustafsson, his brother Johan Birger and Karl Backström drowned. Only Mathilda survived. The body of Anders Vilhelm (number 98) was recovered and buried at sea on April 24, 1912. His relatives were paid £75 in compensation.

Gustafsson, Johan Birger

Farmer Johan Birger Gustafsson was born in Ruotsinpyhtää on June 15, 1883. His parents were farm owner's son Karl Gustafsson and Maria Lovisa Gustafsson.

Johan Birger Gustafsson was a farmer in his home parish and married to Jenny Johansson. They had three children, the youngest born only a month before the ocean journey. They also had a brand-new house.

Karl Alfred Backström, who was married to Johan Birger's sister, was going back to America and offered both Johan and his brother Anders a job as construction workers at his new work site in America. Johan Birger's family intended to follow him to America some time later.

Johan Birger Gustafsson, his brother Anders Vilhelm and their sister Mathilda Backström with her husband Karl Backström left Hanko aboard SS Polaris on April 3, 1912.



▶ *Anders Vilhelm Gustafsson*



▶ *Johan Birger Gustafsson*

Johan Birger Gustafsson, his brother Anders and his brother-in-law Karl Backström all drowned. Only Mathilda was saved. Johan Birger's body was never found. His widow was paid £250 in compensation.

Hakkarainen, Elin Matilda (Mathilda)

Mrs. Elin Matilda Hakkarainen (née Dolck) was born in Kalvola on March 20, 1888. Her parents were dependent lodger Kalle Dolck and Wilhelmiina Kustaantytär. Her last residence in Finland was Helsinki. She had married Pekka Hakkarainen only few months prior to the journey, yet their plans of moving to America were long-standing.

Elin and Pekka Hakkarainen left Hanko on board the *Polaris* on April 3, 1912. Their final destination was Monessen in Pennsylvania. The joint ticket had cost them 630 Finnish marks.

Aboard the *Titanic* the couple was awoken by the collision. Pekka got up to find out what was going on, whereas Elin fell asleep, waking only when some friends came knocking on her door. Her husband had not yet returned. Elin did not have enough time to get warmly dressed, but she took her handbag and a lifejacket and rushed to the corridor. Stairway gates were locked, but she saw a steward guiding passengers to the boat deck. Elin looked for her husband, but was shown to a lifeboat nearby (number 15). The boat was already being launched and she nearly fell between the ship and the boat. It has been said that from the lifeboat, Elin kept on searching for her husband and calling his name.

Elin Hakkarainen's husband Pekka Hakkarainen was drowned and his body was never recovered. His wife received £50 in compensation.

Elin Hakkarainen arrived in New York on the *Carpathia* on April 18, 1912. She was taken to St. Vincent's Hospital. In a few days time she resumed her journey to Monessen, Pennsylvania. In 1917 she moved to West Virginia and married Emil Nummi. The couple had



► *Elin Mathilda Hakkarainen*

a son. The whole family visited Finland in 1921. Elin (Ellen) Nummi died in Warren, Ohio on January 2, 1957.

Hakkarainen, Pekka Pietari

Pekka Pietari Hakkarainen was born in Kuopio on January 1, 1884. His last place of residence in Finland was Helsinki. He married Elin Dolck only a few months before the journey, yet their plans of moving to America were much older than that. Pekka and Elin Hakkarainen boarded SS *Polaris* in Hanko on April 3, 1912. Their destination was Monessen in Pennsylvania. Tickets had cost them 630 Finnish marks.

On the *Titanic* the couple woke to scratching noises. Pekka got up in or-



► *Pekka and Elin Hakkarainen*

der to get some information, but Elin fell asleep and only woke up when some friends came knocking on her cabin door. Pekka had not yet returned. Elin never saw her husband again.

Elin Hakkarainen was rescued on to lifeboat number 15. Her husband Pekka Hakkarainen was drowned and his body never found. His wife Elin was paid £50 in compensation.

Heikkinen, Laina Maria

Miss Laina Maria Heikkinen was born in Jyväskylä on January 25, 1886. Her parents were farm owner Erkki Matinpöika Heikkinen and Fredrika Hermanintytär.

Before her first trip to America in 1907, Laina Heikkinen had worked in a laundry in Helsinki. In New York she was a maid, but suffered from loneliness and returned to Finland to persuade her sister Tyne to go with her. However, their mother would not condone it, and she had to return to America alone.

Laina Heikkinen departed from Hanko aboard the *Polaris* on April 3, 1912. Her destination was New York and her ticket cost 269 Finnish marks.

On the night of the disaster, Laina woke to the noises in the corridor. She dressed carefully and went to the deck. Laina made it onto lifeboat number 14. She remained there for six hours before climbing on board the *Carpathian*, which took the survivors to New York.

In New York Laina Heikkinen stayed at St. Vincent's Hospital together with her fellow Finns. After a few weeks she traveled first to Boston and from there to Oregon. In Portland she met Jakob Penttilä, also from Finland, and married him in 1914. The couple bought a place close to Rose Lodge in Oregon. Their daughter Inez was born in 1917.

The family later used some of Laina's travel funds to buy a farm near the town of Clatskanie in Oregon. Laina never learned to speak English and rarely spoke of her experiences on the *Titanic*. The daughter remembers her mother sometimes crying in her sleep.

Like many other survivors, Laina was haunted by the memory of the groaning and moaning of the dying people.

Jakob Penttilä passed away in 1939 and Laina Penttilä on September 9, 1943 in Oregon. They are buried at Stewart Creek Cemetery near Quincy, Oregon. Their daughter Inez married Gerald Perry in 1938.



► *Laina Maria Heikkinen*

Heininen, Wendla Maria

Maid Wendla Maria Heininen (formerly Saxen) was born on June 7, 1888 in Laitila, in the hamlet of Koliseva. Her parents were crofter Johan Saxen and Mathilda Lundgren.

Before heading to America, Wendla had saved up for the journey by working as a servant in several households in Laitila and Mietoinen.

Wendla Heininen departed from Hanko on SS *Polaris* on April 3, 1912. Her destination was New York and her ticket cost 269 Finnish marks.

Wendla Heininen lost her life in the Titanic catastrophe. The crew members of the cable ship Mackay Bennett pulled from the sea a female body with the initials W.H. embroidered on her clothing. This unidentified body was laid to rest at Fairview Cemetery in Halifax, the headstone marked only with the number of the victim and the date of her death. In



► *The headstone of Wendla Heininen at Fairview Lawn Cemetery in Halifax, Canada.*

1991, research enabled the identification of victim number 8 and her name was added to the headstone.

Wendla Maria Heininen's family received £50 in compensation for their loss.

Hirvonen, Helga

Mrs. Helga Elisabeth Hirvonen (née Lindqvist) was born in Taalintehdas (Dalsbruk), Dragsfjärd, on January 2, 1890.

Helga was married to Erik Hirvonen, who embarked for America in 1911 and found job in a steel factory in Monessen, Pennsylvania. Their daughter Hildur was born in February 1910.

Helga Hirvonen and her daughter Hildur traveled to America to join the father of the family. The party included Helga's brother, Erik Lindqvist and August Abrahamsson, also from Taalintehdas. Their journey began in Hanko, where they boarded the *Polaris* on April 3, 1912.

From Southampton Helga sent a postcard with a picture of the Titanic back home to Taalintehdas. For a long time Helga's family thought that she had drowned. But Eino Lindqvist had helped both his sister and his niece reach a lifeboat (probably number 15).

Helga Hirvonen arrived in New York with her daughter and brother on SS *Carpathia* on April 18, 1912. Her husband Erik was there waiting for them and they immediately continued to Pennsylvania.

Helga Hirvonen visited Finland twice with her family, in 1914 and 1924. Her family moved to New York, where she died on May 17, 1961.

Hirvonen, Hildur

Hildur Hirvonen was born in Taalintehdas, Dragsfjärd on February 15, 1910. Her father Erik Hirvonen had embarked for America in October 1911.

Hildur and her mother Helga Hirvonen followed father Erik to America. Hildur's maternal uncle Eino Lindqvist came along.

After the Titanic hit the iceberg, Eino Lindqvist helped both his sister and his niece into a lifeboat (probably number 15).

Hildur and her mother Helga arrived in New York on board the *Carpathia* on April 18, 1912. Her father was there and straightaway the company continued their journey to Pennsylvania, where father Erik Hirvonen resided.

Honkonen, Eliina

Miss Eliina Honkonen (Honkanen) was born in Saarijärvi in 1884.

Eliina left Hanko aboard the *Polaris* on April 3, 1912. Her destination was Quincy, Massachusetts. Eliina's last residence in Finland was Helsinki, where her mother Eeva resided.

Eliina Honkonen survived the sinking of the Titanic. She arrived in New York on SS *Carpathia* on April 18, 1912.

She later came back to Finland, but returned to America yet again the same year. The following year she married Isak Lindqvist in Massachusetts.

Ilmakangas, Ida Lovisa

Miss Ida Lovisa Ilmakangas was born in Paavola on November 14, 1884. Her mother was Beata Sofia Ilmakangas.

Ida Ilmakangas embarked for America for the first time in October 1907. She had come back to Finland to take her sister Pieta Sofia with her to New

York where she lived. Ida and Pieta Ilmakangas departed from Hanko on SS Polaris on April 3, 1912. The journey cost them 269 Finnish marks.

Both Ida Lovisa and Pieta Sofia drowned in the Titanic collision and their bodies were never recovered. Their mother Beata received £10 compensation from the Daily Telegraph fund and £100 from another fund for the loss of her two daughters.

Ilmakangas, Pieta Sofia

Miss Pieta Sofia Ilmakangas was born in Paavola on March 4, 1887. Her mother was Beata Sofia Ilmakangas.

Pieta Sofia's sister, Ida, had embarked for America in 1907 and had settled in New York. Ida had returned to Finland to take her sister with her to America.

Pieta Sofia and Ida Ilmakangas left Hanko on board the Polaris on April 3, 1912. Their tickets cost 269 Finnish marks.

Both sisters died in the sinking of the Titanic and their bodies were never recovered. Their mother Beata received £10 compensation from the Daily Telegraph fund and £100 from another fund for the loss of her two daughters.

Johansson (Johanson), Jakob Alfred

Farmer Jakob Alfred Johansson (Jakob Alfred Bonäs/Johnson) was born on the Bonäs farm in Uusikaarlepey on July 11, 1877.

In 1896 Jakob Alfred Bonäs went to America, working at first as a woodsman, but ending up digging gold in Alaska. He prospered in his attempt and returned to Finland with his family in 1908, and bought out part of his Bonäs home farm. Jakob Alfred had met his future wife Anna Loviisa Andersson in America, marrying her there in 1901. They had four children.

However, Jakob Alfred was not satisfied with the revenue he obtained from his home farm and he sold it to



► *Jakob Alfred Johansson*

his brother Hannes. He was planning to take his family back to America; Alfred himself would go first alone and the family would follow at a later time.

Jakob Alfred Johnson (Bonäs) boarded SS Urania in Hanko on March 30, 1912. His destination was Vancouver, Canada. He had originally booked passage aboard the Philadelphia from Southampton to America, but because of the coal strike he was transferred to the Titanic. He was pleased with the change and wrote about it on a postcard he sent home. He kept a diary during the entire journey. On board the Titanic Jakob kept company with the Wiklund brothers from Munsala as well as Anna Sjöblom. Anna was the sole survivor among them.

Jakob Alfred Johanson drowned. His body was found and identified. Johan-



► *A photo locket, a golden ring and a diary written in pencil, in Swedish, were found in the pockets of Jakob Johanson and sent to his family in Finland.*

son was interred at Fairview Cemetery in Halifax on April 24, 1912. All his possessions, including his diary, were sent back to his wife in Finland. His family was paid £250 in compensation.

Johnsson (Johnson), Alice

Mrs. Alice Johnson (Alina Vilhelmina Backberg) was born in Helsinki on April 21, 1884. Her parents were Stefan and Amanda Backberg.

Alina Backberg first left for America in 1905. In April 1907 she married a Swedish man named Oscar Johnson and they had two children: Harold and Eleanor. When Alina's father in Helsinki fell ill, Alina decided to take her children and visit her old homeland. They spent several months with her relatives both in Finland and Sweden. In the spring of 1912 they were returning from Sweden back to Illinois and ended up aboard the Titanic.

Alice Johnson and her children Harold and Eleanor survived the Titanic. They arrived in New York on SS Carpathia on April 18, 1912. Alice Johnson was listed as a Finnish citizen, whereas her children were American citizens. Because Alice departed from Sweden, she is usually regarded as Swedish.

Alice's husband Oscar Johnson died in 1917. Alice remarried twice and died on December 19, 1968.

Jussila, Erik

Erik Jussila was born in Elimäki on April 2, 1880. His parents were juryman Erik Eriksson and Eva Lisa Andersdotter.

Erik Jussila embarked for America for the first time in June 1905. He lived in Michigan and Minnesota. Erik was in Finland on a visit and got married while there. His wife Helmi was from Jalasjärvi. Before traveling to America for the second time Erik lived in Helsinki.

Erik's wife stayed behind in Finland, when he departed from Hanko on the Polaris on April 3, 1912. His ticket cost 315 Finnish marks.

On board the Titanic Erik was awakened by the collision, but did not get up immediately. Only when his friend Johan Niskanen came to tell him what had happened did he leave to the deck. He made it into a lifeboat, probably number 15.

Erik Jussila arrived in New York on the Carpathia on April 18, 1912. He remained at St. Vincent's Hospital for a while and later continued his journey to Pennsylvania.

Erik's wife Helmi Jussila arrived in America in the summer of 1912. Erik Jussila died in America on January 5, 1944.

Jussila, Aina Maria

Miss Aina Maria Jussila was born in Paavola, in the province of Oulu, on September 21, 1893. Her mother was Kaisa Sofia Syrjä.

Aina Maria Jussila was traveling to America together with her stepsister Katariina. Their maternal uncle owned an employment agency in New York. They embarked on SS Polaris in Hanko on April 3, 1912. The girls had so-called prepaid tickets which their uncle had sent them from America. The price of the journey was \$50.

Both Aina Maria Jussila and her sister Katariina died in the sinking and their bodies were never found. Their parents received £75 in compensation plus £10 from the Daily Telegraph Fund for the loss of their two daughters.

Jussila, Katariina

Miss Katariina Jussila was born in Paavola, in the province of Oulu, on December 11, 1893. Her father was farmer likka Jaakonpoika Jussila and her mother was Greta Liisa Heikintytär.

Katariina Jussila was traveling with her stepsister Aina Maria to America, where their maternal uncle held an employment agency in New York. They departed from Hanko aboard the Polaris on April 3, 1912. The sisters had so-called prepaid tickets which their



► *Aina Maria and Katariina Jussila*

uncle had sent them from America. The price of the journey was \$50.

Both Katariina and Aina Maria Jussila were drowned and their bodies were never recovered. Their parents received a compensation of £75 and £10 from the Daily Telegraph Fund.

Kallio, Nikolai

Crofter's son Nikolai Erland Kallio was born in Kauhajoki on December 18, 1894. His parents were the crofter of Kyyny, Erland Erkinpoika Kallio, and Aurora Amandantytär.

Nikolai Kallio first embarked for America in October 1902 with his mother Aurora and his sister Auli Maria. The father of the family had already settled in Mass City, Michigan. Six of Nikolai's siblings born in Finland had died young.

The family had returned to Finland, and in the spring of 1912 Nikolai was on his way to Sudbury, in Ontario, Canada, together with Matti Rintamäki, Matti Mäenpää and Iisakki Äijö-Narva, all from Kauhajoki. They departed from Hanko on SS Polaris on April 3, 1912.

Nikolai Kallio as well as his traveling companions drowned, and their bodies were never recovered. Nikolai's family received £50 in compensation.

Laitinen, Kristiina (Kristina) Sofia

Miss Kristiina Sofia Laitinen was born on October 12, 1873 in the rural parish of Kuopio. Her parents were farmhand Petter Laitinen and Hedvig Asikainen. Sofia Laitinen moved to Helsinki in 1905 and worked, among other places, at a school for the blind, The Finnish Evangelical Lutheran Mission home and as a mistress in a shopkeeper's household.

In 1911 Sofia lent money to a friend who embarked for America. Her friend paid the debt by sending Sofia a prepaid ticket to America. However, Sofia was unable to travel until April 1912. She left Hanko on board the Polaris on April 3, 1912.

Aboard the Titanic Sofia shared her cabin with Anna Turja, Hedvig Turku-la, Maria and Katri Jussila and Helga Hirvonen and her daughter.

Sofia Laitinen died in the sinking and her body was never found. No compensation was ever claimed for her death.

Leinonen, Antti

33-year-old Antti Kustaa Leinonen lived in Oulunkylä, in the parish of Helsinki, before embarking for America. He was married to a woman named Josefina.

Antti Leinonen was headed for New York and boarded the Polaris in Hanko on April 3, 1912. His ticket cost 269 Finnish marks.

Antti Kustaa Leinonen was drowned and his body never found. His widow was paid £50 in compensation.



► *Antti Leinonen*

Lindqvist, Eino

Eino Lindqvist was born in Taalintehdas, Dragsfjärd on February 13, 1892.

Eino boarded SS Polaris in Hanko on April 3, 1912. He was headed for Hoboken, New Jersey. He traveled together with his sister Helga Hirvonen and her daughter Hildur. In their company was also August Abrahamsson from Taa-

EINO LINDQUIST TITANIC SURVIVOR

Eino Lindquist, a native of Finland, who survived the sinking of the Titanic on April 15, 1912, is buried here in this area of unmarked graves. Lindquist, who was born in 1892, came to this country in search of a better future. He was a steelworker in Pennsylvania and New York State and traveled much of the United States. Lindquist died in 1958, at the age of 66, while a patient at Napa State Hospital. During the late 1950s a number of patients from Napa State Hospital, who couldn't afford marked graves, were buried in this 100-by-100-foot square plot of land known as Block 176.

► A marker for Eino Lindquist was dedicated in April 2012 at Tulocay Cemetery, Napa, CA.

linterhdas. Eino was going to America for the first time.

Eino, like other unmarried men on board, was accommodated in the bow, in the lower parts of the ship. After the collision his friend August Abrahamson came and told him to get up. Eino did not believe they were in any kind of danger. After seeing blocks of ice on the deck, they decided to return to their cabins, which were already flooded. Eino sought out his sister Helga Hirvonen and together they went to the upper deck where he seated his sister in lifeboat number 15. Eino said he was denied access to the boat. He threw himself into the water with a lifebuoy and had to swim to reach a lifeboat.

Eino Lindqvist arrived in New York on SS Carpathia on April 18, 1912. He met his brother-in-law and left to Monessen, Pennsylvania, together with his sister, his sister's husband and their daughter.

Mäenpää, Matti

Crofter's son Matti Aleksander Mäenpää was born in Kauhajoki on October 7, 1889. His parents were crofter Vilhelm Hiskianpoika Mäenpää and Adolfin Enokintytär.

Matti Mäenpää was on his way to Sudbury in Ontario, Canada, with Matti Rintamäki, Nikolai Kallio and Iisak-

ki Äijö-Nirva, all from Kauhajoki. They left Hanko aboard the Polaris on April 3, 1912. Matti paid 336 Finnish marks for his ticket, including the journey to Sudbury by train.

Matti Mäenpää and his traveling companions drowned and their bodies were never found. Matti's family received £50 in compensation.

Mäkinen, Kalle Edvard (Edward)

Smallfarmer Kalle Edvard Mäkinen or Wiitala (Forsberg) was born in the village of Tervaniemi, in Ikaalinen, on May 21, 1882. He married Ida Nieminen on November 17, 1903, and they had two children: son Paavo, born in 1904, and daughter Lempi, born in 1908.

Kalle Mäkinen embarked for America for the first time in the April of 1905. He settled in Glassport, Pennsylvania. Kalle returned to Finland in 1907, but re-embarked for America in November 1909. In 1912 he was once again headed back to Glassport after visiting Finland, and boarded SS Polaris at Hanko on April 3, 1912. He paid 312 Finnish marks for his ticket, including the train journey all the way to Glassport.

Kalle Mäkinen drowned and his body was never found. His widow received £250 in compensation. The high amount suggests that the family was entirely dependent on his earnings.

Nieminen, Manta

Dependent lodger's daughter Manta Josefina Nieminen was born in Karinainen, in Southwest Finland, on December 15, 1888. Her parents were Selim and Maria Nieminen.

Manta Nieminen had worked as a maid since the age of nine. In the application for compensation her parents describe how Manta had been traveling abroad, but had returned to Finland in the fall of 1911. She had assisted her parents with 100 Finnish marks per year. At the beginning of 1912 she had been working on her parents' farm. They counted upon her financial help after she left to America for work.

Manta was on her way to Aberdeen, Washington, and she departed from Hanko on SS Polaris on April 3, 1912. She was traveling with Juho Verner Salonen, also from Karinainen. Her ticket cost 553 Finnish marks, including the train fare to her final destination.

Martta Nieminen was drowned and her body was never recovered. Her parents were paid £50 in compensation for their loss.



► Manta Nieminen

Niskanen, Juho

Juho or Jussi Niskanen was born in the Hietala croft, in Saarijärvi, on May 15, 1873. His parents, crofter Daniel Niskanen and Mathilda Eriksson, had moved to Saarijärvi from Kivijärvi, where the family returned in 1889. Juho left the farm to become a carpenter's apprentice. He married Anna Leena Ruuska in 1895 and they had four children.

Juho Niskanen first embarked for America in 1905. He lived in Boston, Massachusetts, and worked as a miner and as a lumberjack. Juho returned to Finland after less than three years, and he had with his wife two more children.

In 1912 Juho Niskanen decided to take his entire family to America. He sold his share of the home farm and bought the tickets. At the time of departure, one of his children caught an eye infection and Jussi decided to travel by himself, in advance. The rest of the family would follow later.

Juho Niskanen boarded the *Polaris* in Hanko on April 3, 1912. From Southampton he sent a postcard with a picture of the *Titanic* to his wife in Karstula. On the *Titanic* he shared his cabin with Juho Strandén from Kitee. He had bought a ticket to Boston, and had paid 269 Finnish marks for it.

After the impact, Strandén woke up Juho Niskanen, who in turn went to



► *Juho Niskanen*

warn Erik Jussila (from Jalasjärvi) with whom Juho had become acquainted during the journey. Juho Niskanen and Strandén reached the boat deck and were both rescued, probably into lifeboat number 9.

Juho Niskanen arrived in New York on *SS Carpathia* on April 18, 1912. He asked for £50 in compensation for his lost luggage.

Juho Niskanen remained in America, first in Boston and finally in Graniteville, Vermont. His family was only notified of his rescue several months later. Juho was eternally afraid of the sea: he would not let his family travel to America by sea, and he was unable to board a

ship to return to Finland. In 1915 Juho heard about gold discoveries in California and moved there. He bought a small ranch in Cazadero and spent some of his time weaving multi-colored ribbons and ties. Being a miner as well he searched for gold on his ranch.

He died on August 13, 1927 at the age of 54, under highly suspicious circumstances. He was found burned and shot in the head in the ruins of his own cottage. Rumor has it that Juho had a hoard consisting of several kilos of gold.

Panula, Eino Viljami

Eino Viljami Panula was born in Ylihärmä on March 10, 1911. He was the son of Juho Panula and Maria Ojala. The Panula family had returned to Finland from America and had moved from Lapua to Ylihärmä in 1910. On April 3, 1912 Eino embarked on the *Polaris* in Hanko with his mother Maria and his brothers. Their destination was Coal Center in Pennsylvania, where father Juho Panula had settled.

Eino Panula died in the *Titanic* disaster and his body was never recovered. In 2002, DNA tests performed on the unidentified body of a boy, recovered by cable ship *Mackay-Bennett* and buried in Halifax, suggested the victim was Eino Panula, but this was later proved incorrect.

Panula, Ernesti Arvid

Ernesti Arvid Panula was born in Michigan on May 18, 1895. His parents were Juho Panula and Maria Ojala. The Panula family returned from America to Finland in 1910 and moved from Lapua to Ylihärmä.

Ernesti boarded the *Polaris* with his mother Maria and his four brothers in Hanko on April 3, 1912. Their destination was Coal Center, Pennsylvania, where father Juho Panula had settled. Ernesti Panula drowned with the *Titanic* and his body was never found.



► From Southampton Juho sent his wife in Karstula a postcard with a picture of the *Titanic*. The postcard arrived on April 15, 1912.

Panula, Jaakko Arnold

Jaakko Arnold Panula was born in America on December 8, 1897. He was the son of Juho Panula and Maria Ojala. The Panula family moved back from America to Finland in 1910 and took up residence in Ylihärmä.

Jaakko with his brothers and his mother Maria boarded the *Polaris* in Hanko on April 3, 1912. Their destination was Coal Center, Pennsylvania, where his father Juho Panula had settled.

Jaakko Panula died in the sinking of the *Titanic* and his body was never recovered.

Panula, Juho Niilo

Juho Niilo Panula was born in America on September 1, 1904. His parents were Juho Panula and Maria Ojala. The entire Panula family came back from America to Finland in 1910 and moved from Lapua to Ylihärmä.

Juho departed from Hanko on SS *Polaris* together with his brothers and his mother Maria on April 3, 1912. Their destination was Coal Center, Pennsylvania, where their father had already settled.

Juho Niilo Panula died on the *Titanic* and his body was never found.

Panula, Maria Emilia

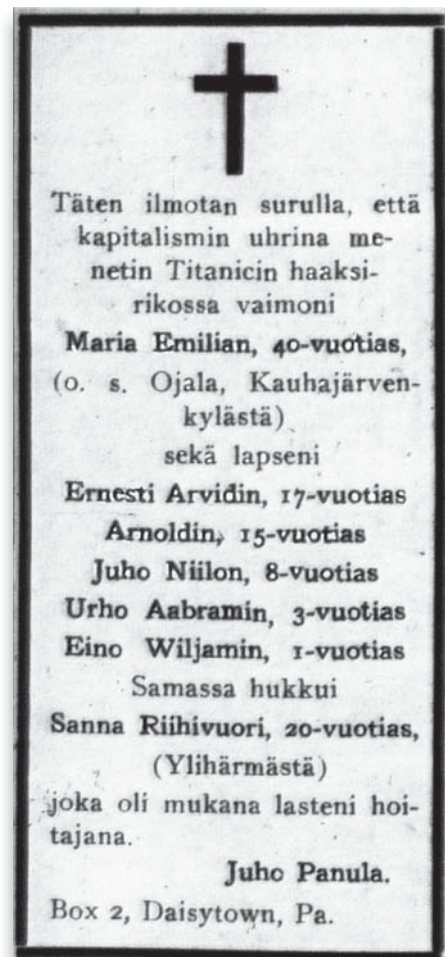
Mrs. Maria Emilia Panula (née Ojala) was born in Lappajärvi on December 1, 1870. She was the daughter of farmer Abraham Abrahaminpoika Ojala and Sanna Maria Davidintytär. Maria married Juho Panula of Lapua in 1892. Their first child died at a very young age in Lappajärvi. In 1893 Maria Panula embarked for America, where her husband had already gone beforehand. Their son Ernesti was born in 1895 in Michigan. In 1902 the Panula family returned to Finland with their three children: Ernesti Arvid, Jaakko Arnold and Emma Iida.



► *Maria and Juho Panula*

Maria and Juho re-embarked for America already the following year. Their children stayed in Finland with relatives. There were five sons in the family, as the 9-year-old daughter Emma had drowned in 1910 in Lapuanjoki, after the family had once again returned to Finland. They moved from Lapua to Ylihärmä.

Nevertheless, in November 1911 Juho Panula left for America again. The following spring Maria Panula sold their farm to her brother-in-law, took her children and left for America to join her husband. Susanna Riihivuori,



the daughter of their neighbors, came along as their domestic.

Maria Panula and her children embarked on the *Polaris* in Hanko on April 3, 1912. Their destination was Coal Center, Pennsylvania, where Juho Panula had already settled. The ticket for the whole group cost 1 613 Finnish marks.

On board the *Titanic* Maria Panula and three of her youngest sons shared a cabin with Anna Turja in the rear section of the ship. Her two elder sons were accommodated among other unmarried men in the front section of the ocean liner. Turja described how one of Maria's older boys came to wake them and told them to hurry; the ship was sinking. Amid the chaos Maria got separated from her elder sons and refused to enter a lifeboat without them.

Maria Panula, her children, and Susanna Riihivuori were all drowned and their bodies were never found. Juho Panula received the tragic news on April 21, 1912.

The Mansion House Fund paid Juho Panula £50 and Maria's mother in Finland another £50 in compensation. In addition, Juho received an indemnity of 2,527 Finnish marks for the loss of his entire family.

Juho Panula returned to Finland in 1913 and married Sanna Ulvinen from Lapua. In 1914 he left for America again and Sanna followed him a couple of years later. They had three children. Juho Panula died in Minnesota on March 31, 1944.

► *Juho Panula's obituary for his family, published in the New York News on May 4, 1912*

I hereby announce with deep sorrow that, as victims of capitalism, in the shipwreck of the Titanic, I lost my wife Maria Emilia, age 40 (née Ojala, from the village of Kauhajärvi) and my children Ernesti Arvid, age 17, Arnold, age 15, Juho Niilo, age 8, Urho Aabram, age 3, Eino Wiljami, age 1. Together with them was drowned Sanna Riihivuori, age 20 (from Ylihärmä), who came along as my children's nanny.

*Juho Panula
Box 2, Daisytown, Pa.*

Panula, Urho Abraham

Urho Abraham Panula was born on April 25, 1909. His parents were Juho Panula and Maria Ojala. The entire Panula family returned from America to Finland in 1910 and moved from Lapua to Ylihärmä.

Urho, with his mother and brothers, departed from Hanko on SS Polaris on April 3, 1912. Their destination was Coal Center, Pennsylvania, where his father Juho Panula had already settled.

Urho Panula died on the Titanic and his body was never found.

Pekoniemi, Edvard

Son of a farmer, Edvard Johannes Pekoniemi, was born in the rural commune of Heinola on December 12, 1890. His parents were farmer Mikko Juhonpoika Pekoniemi and Erika Jakobintytär.

Edvard Pekoniemi embarked on the Polaris in Hanko on April 3, 1912. His destination was New York and the ticket cost 269 Finnish marks.

Edvard Pekoniemi died on the Titanic and his body was never recovered. His family was paid £75 in compensation.

Peltomäki, Nikolai

Nikolai Johannes Peltomäki was born in Lavia on December 26, 1886. He was



► *Nikolai Peltomäki*

the son of cottager Oskari Juhonpoika and Josefina Taavetintytär. Nikolai moved from Lavia to Pori, then to Tampere and finally to Helsinki. He worked as a shoemaker's apprentice, a shoemaker, a painter and a sales clerk.

Nikolai Peltomäki boarded the Polaris in Hanko on April 3, 1912. His destination was New York and his ticket cost 269 Finnish marks.

Nikolai Peltomäki died when the ship sank and his body was never found. His family was paid £75 in compensation.

Riihivuori, Susanna (Sanna)

Miss Susanna Riihivuori was born in Ylihärmä on April 23, 1889. Her parents were dependent lodger Juho Riihivuori (former Luoma) and Sanna Tuomaantytär. They lived next to the Panula family. When the Panulas decided to move to Pennsylvania, Susanna left with them as their domestic. The reason for her journey may also have been the access to a cheaper family ticket.

Susanna Riihivuori departed from Hanko aboard the Polaris on April 3, 1912, with Maria Panula and her five children. Their joint ticket cost 1,613 Finnish marks.

Susanna Riihivuori drowned with the Titanic and her body was never recovered.

Rintamäki, Matti

Farmer Matti Rintamäki (former Korpi-Kyyny) was born in Kauhajoki on February 4, 1877. His parents were farmer Matti Matinpoika Korpi-Kyyny and Kaisa Sofia Heikintytär. Matti married Maria Sofia Salomonintytär in 1897 and they had eight children.

Matti Rintamäki together with Nikolai Kallio, Matti Mäenpää and Iisakki Äijö-Nirva left Hanko aboard the Polaris on April 3, 1912. All the men came from Kauhajoki and were headed for Ontario, Canada.

Matti and his traveling companions drowned and their bodies were

never found. Matti Rintamäki's widow brought a civil suit in the High Court against the White Star Line claiming damages. Matti had been the sole provider for the family, earning 1,500 Finnish marks a year, according to his widow. The case was heard on January 24, 1913 and settled with £375 in compensation.

Rosblom, Helena Wilhelmina (Wilhelmiina/ Vilhelmiina)

Dependent lodger's wife Helena Wilhelmina Rosblom (née Raula) was born in the parish of Lappi, in Satakunta, on April 22, 1870. She was the daughter of crofter Kustaa Raula and Ulrika Vilhelmina Gabrielintytär.

In 1893 Helena Wilhelmina married Viktor Rosblom from the rural parish of Rauma. The family lived in the village of Kolla. Their eldest son, Viktor Richard, was born on February 8, 1894, and the second son, Eino Wilhelm, in 1900. Father Viktor embarked for America in January 1905 and came back to Finland in 1908. In the March of 1910 Viktor Rosblom re-embarked for America. His youngest child, daughter Sanni Helena, was born in February, only a month prior to his departure.

Helena Rosblom took her children Viktor and Sanni Helena, and boarded the Titania at Hanko on March 27, 1912, to join her husband Viktor in Astoria, Oregon. Her younger son, Eino, categorically refused to leave and stayed in Rauma. In Southampton the family was supposed to board the Olympic on April 3, 1912, but Salli got sick and the journey had to be postponed. Eventually they got tickets on the Titanic. The husband was notified about the change only a few weeks later. After the family did not arrive on the Olympic, Viktor started to unravel the situation and found out that his family had died on the Titanic. On June 8, the surviving son in Rauma was sent a telegram notifying him of the death of his family members.

Helena Wilhelmina Rosblom and her children all drowned and their bodies

were never found. Her husband was paid £100 in compensation.

Rosblom, Salli Helena

Salli Helena Rosblom was born on February 25, 1910 in the rural parish of Rauma. Her parents were Viktor Rosblom and Helena Wilhelmina Raula.

Salli Helena left for America with her mother Helena Wilhelmina and her brother Viktor Richard on SS Titania from Hanko on March 27, 1912. The family's father had re-emigrated there in 1910.

The family intended to embark the Olympic at Southampton, but Salli got sick and they had to delay their departure and ended up on the Titanic.

Salli Helena Rosblom, her mother and her brother all drowned and their bodies were never recovered. The father received £100 in compensation.

Rosblom, Viktor Richard

Viktor Richard Rosblom was born on February 8, 1894 in the rural parish of Rauma. His parents were Viktor Rosblom and Helena Wilhelmina Raula.

Viktor Rosblom, his mother Helena Wilhelmina, and his 2-year-old sister Salli embarked for America and departed from Hanko on the Titania on March 27, 1912. His father had already left earlier in 1910.

In Southampton the family was supposed to board the Olympic, but when Salli got sick, the journey had to be postponed and they were transferred to the Titanic.

Viktor Richard Rosblom, his mother and his sister all died on the Titanic and their bodies were never found. The father received £100 in compensation.

Salonen, Juho Werner (Verner) Kristianinpoika

Dependent lodger Juho Verner Salonen was born in Karainen, in South-west Finland, in 1871.

Juho Salonen got his first passport to America in February 1902. His destination was Virginia, Minnesota.

He returned to his home parish in Finland, but left again with Manta Nieminen, who came from Karainen, on SS Polaris from Hanko on April 3, 1912. Their ticket cost 553 Finnish marks, in-

cluding the train fare to their final destination of Aberdeen, Washington.

Juho Werner Salonen died in the sinking of the Titanic and his body was never found. His family was paid £50 in compensation.

Sihvola, Antti

21-year-old Antti Wilhelm Sihvola came from Ruotsinpyhtää.

Antti Sihvola departed from Hanko aboard the Polaris on April 3, 1912. His destination was Mountain Home, Idaho. The price of his fare was 553 Finnish marks.

Antti Wilhelm Sihvola drowned in the sinking of the Titanic and his body was never recovered. His family was paid £50 in compensation.

► A meticulous list with the names of the victims of the Titanic in alphabetical order was compiled in England in 1912. Source: Ancestry.com. UK, RMS Titanic, Death at Sea, 1912.

REGISTER OF				DECEASED PASSENGERS.								
11. Port of Registry.	12. Date of Death.	13. Place of Death.	14. Name and Surname	15. of Deceased.	16. Sex.	17. Age.	18. Rank, Profession, or Occupation.	19. Nationality, or Birthplace.	20. Last Place of Abode.	21. CAUSE OF DEATH.		
pool	15-4-12	About lat 44° 16' N long 50° 14' W	Kabriina	Jussila	F	20	Servant	Finnish	Finland	Supposed drowned		
			Mari	Jussila	F	21	do	do	do			
			Henrich Hansen	Jitel	M	26	Farmer	Denmark	Copenhagen			
			Nikolai	Kallio	M	17	Labr	Finland	Finland			
			Johannes H	Kalvig	M	21	do	Norway	Stavanger			
			Milau	Karajic	M	30	do	Switzerland	Basel			
			Nils Aug	Karlsson	M	22	Farmer	Dane	Copenhagen			
			Fared	Kassem	M	18	Farming	Syrian	Syria			
			Andy	Keane	M			Ireland	Q'town			
			Arthur	Keefe	M	39	Farmer	U.S.A.	U.S.A.			
			James	Kelley	M	19	Painter	Irish	Queensdown			
			James	Kelley	M	14	Labr	Eng	London	10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000		
			Betros	Khalil	M	25	Farm labourer	Syrian	Syria			
			Zahie	Khalil	F	20	Farm labourer	Syrian	Syria			
			John	Kiernan	M			Ireland	Q'town			
			Philip	Kiernan	M			do	do			
			Thomas	Kilgannon	M			do	do			
			Maria	Kiuk	F	22	Maid	Switzerland	Basel			
			Vincewz	Kiuk	M	27	Magazincor	do	do			
			Leif	Keasen	F	1	Child	Swede	Sweden			

Sjöblom, Anna Sofia

Cottager's daughter Anna Sofia Sjöblom was born in Munsala on April 14, 1894.

Anna Sofia Sjöblom was on her way to Olympia, Washington to meet her father Gabriel Gustafson, who worked for the Simpson Timber Company. Anna traveled with three others from Munsala: Jakob Alfred Johanson, Jakob Alfred Wiklund and Karl Johan Wiklund. Their journey started from Hanko on SS Urania on March 30, 1912. The Finnish Steamship Company's passenger manifest shows that they had made reservations to board the Philadelphia at Southampton on April 6, 1912. Because of the coal strike they were transferred to the Titanic.

Anna Sofia turned 18 on April 14, 1912, but was too tired to celebrate her birthday after having been seasick during the entire journey. When the collision occurred, Anna was in bed, fully dressed, in her third-class cabin on the lower decks. Together with another Finnish girl she tried to reach the boat deck, but they got lost and were finally forced to climb a crew ladder. Crew members urged them to board a lifeboat, but as Anna did not understand English, she did not realize the gravity of the situation. Only when the ship started to list sharply and eventually to sink did she step into a lifeboat (probably number 16), already filled to capacity.

Anna's traveling companions Jakob Johanson, Jakob Wiklund and Karl Wiklund all died and their bodies were never recovered. On the night of the accident, Anna only saw Jakob Alfred Wiklund, who tied up her lifejacket.

Anna Sofia Sjöblom arrived in New York on SS Carpathia on April 18, 1912. She was taken to the Lutheran Emigrant Mission home, and a week later she continued her trip to Tacoma, Washington, to join her family. Several pictures were taken of the survivors upon SS Carpathia's arrival in New York. Anna sent home a newspaper with a picture of herself.

HUSBAND'S HAIR TURNED WHITE WITH HORROR

"I shall never forget those screams and groans, if I live to be a hundred years old.

"One beautiful young woman fell out of our lifeboat, which was overcrowded. Her husband managed to get her back in, but her heart was weak and she fell over and died before our eyes. We couldn't remove her body, and we saw her husband's coal black hair turn white as he sat there staring at her dead body. On board the Carpathia he died too.

"We saw one missionary in black clothes, a powerful man with a life belt, strike others who tried to cling to him for support.

"Paul Johnson, from Olympia, on his way home from Finland, floated with a life belt for six and a half hours till he was picked up. His hair was solid ice and there was a half inch of ice on his limbs when he was rescued."—From Anna Sjöblom's story.

The first Titanic passenger to cross the continent, Anna Sjöblom, 18, third cabin passenger, reached Tacoma yesterday. She is stopping with her aunt, Mrs. Andrew Nelson, 1016 North Steele street.

She came from Finland to join her father and brother, Gabriel and Dan Gustafson, in a logging camp near Olympia.

Miss Sjöblom cannot speak English but in her native tongue she describes graphically the awful scenes at the wreck. The groans and wails as the ship went down, the dead and living bodies encrusted in ice floating on the freezing waters of the ocean, the crack of the pistol as an officer

ended his existence.

She was in next to the last lifeboat that left the ship. Rushing from her room she had struggled up to escape the rising waters as the boat sank. Finally she clung to a window sill with her freezing fingers until a ship officer saw her and pulled her to an upper deck from which she got into the lifeboat.

Miss Sjöblom knew three passengers on board, two young men from her native town who perished and a Mr. Johnson, who had gone back from Olympia and left his family to return and buy a home. He too perished.

She will remain in Tacoma with her aunt.

► Anna Sjöblom was the first Titanic survivor to arrive on the West Coast. The Tacoma News interviewed Anna Sjöblom at her aunt Mrs Nelson's, in Tacoma on April 29, 1912. Anna did not speak English, so she described the horrors of the night in her native language: "I will never forget all that screaming and crying, even if I live to be a hundred.

Anna Sofia Sjöblom married Antoine Paterson. They had two children. She later married Gordon Kincaid. In the course of time, Anna gave several interviews. Anna Kincaid died in Olympia, Washington on November 3, 1975.

Strandberg, Ida Sofia

Miss Ida Sofia Strandberg was born in the parish of Finström, in the Aland Islands, on November 22, 1889. Her par-

ents were sailor Johan Gustav Strandberg and Beata Sofia Rusk.

Before heading for America Ida had worked as a maid in various households in her home parish. Her brother Gustaf Konrad had embarked for New York in 1907. Ida Strandberg traveled first from The Aland Islands to Gothenburg, Sweden, where she boarded the Calypso bound for Hull on April 5, 1912. Because of this she was registered as Swedish in the passenger list. In the White Star Line records, her place of residence was also

marked as Bulgaria. Her destination was New York.

Ida Sofia Strandberg died on the Titanic and her body was never found. Her family was paid £50 in compensation.

Strandén, Juho

Farmer's son Juho Strandén was born in Kitee on April 20, 1881. His parents were farmer Niilo Strandén and Inka Musikka.

Juho Strandén departed from Hanko on SS *Polaris* on April 3, 1912. He was on his way to Duluth, Minnesota, and his ticket had cost 398 Finnish marks.

After the Titanic collided with the iceberg, Juho woke up and went up on the deck, noticing blocks of ice there. When he saw people in lifeboats, he rushed back down to alert his cabin mate Juho Niskanen. Together they returned to the boat deck where, according to their own story, they helped release a lifeboat on the starboard side of the ship. They were rescued into the same lifeboat (probably number 9).

Juho Strandén arrived in New York on the *Carpathia* on April 18, 1912. He was quartered at St. Vincent's Hospital. For a few years, he wandered about America and lived, among other places, in Toronto, Canada.

Juho Strandén returned to Finland later and moved from Kitee to Pyhäselkä, near the city of Joensuu. He died at some point after 1929 in Ruskeala.

Sundman, Johan

Farm owner Johan Sundman was born in Munsala in 1867. He was married. Passport records from 1912 show that he left behind in Finland a wife and six underage children.

Johan Sundman had already been to America twice, both to the west and to New York. His third journey started from Hanko on board the *Polaris* on April 3, 1912. He was heading for Cheyenne, Wyoming and had paid 468 Finnish marks for his ticket.

After the collision Johan Sundman got up and dressed. He made it to a lifeboat (number 15) without any hurry or obstruction. He arrived in New York on SS *Carpathia* on April 18, 1912.

After some years Johan Sundman returned to Finland. He worked on his farm in Munsala until his death.

Tikkanen, Juho

Farmer's son Juho Tikkanen was born in Pielavesi on June 24, 1879. He was the son of farmer Herman Tikkanen and Helena Tikkanen.

Juho Tikkanen departed from Hanko on SS *Polaris*, on April 3, 1912. His destination was New York and he had paid 269 Finnish marks for his ticket.

Juho Tikkanen died on the Titanic and his body was never recovered. Juho was unmarried, and his mother and siblings were paid £50 in compensation.

Turja, Anna-Sofia

Servant Anna Sofia Turja was born in Oulainen on June 20, 1893. She was the daughter of Heikki Turja and Sanna Greta Hakala. Both parents came from Lapua and had moved to Oulainen in 1890.

Anna had a stepsister, Maria, whose husband Johan Lundi from Ashtabula, Ohio enticed Anna to America by guaranteeing her employment. Anna's brother, Matti Turja, was living in Conneaut, Ohio. Anna's relatives in America sent her a so-called prepaid ticket, which cost \$74. Anna departed from Hanko on April 3, 1912 and sent Maria Lund a letter in which she wrote that, she was about to travel with approximately 100 fellow Finns and that they were going to embark on the Titanic in Southampton.

Aboard the Titanic Anna shared her cabin with Maria Panula and her children, and Susanna Riihivuori. They were all in the cabin when the collision occurred. They got up and dressed. One of Maria Panula's sons came to their cabin to tell them something was



▶ Anna Sofia Turja

wrong. He urged the women to make haste and to put on their lifejackets. Anna herself was not frightened, but the others in the cabin were panicking. Later Anna said it was pure chance that they made it to the boat deck. All the gates were locked and nobody told them what was going on. Anna did not speak any English. They heard the orchestra playing music.

Anna Sofia made it to lifeboat number 15. The passengers on the boat heard explosions and cries for help. Their boat was very close to the Titanic when it sank. Anna Turja's traveling companions, Maria Panula with her children, and Susanna Riihivuori, died in the sinking.

Anna Turja arrived in New York on the *Carpathia* on April 18, 1912. She was taken to St. Vincent's Hospital. She had lost everything except her clothes. The White Star Line paid for her hospital bill as well as for her train ticket to Ashtabula. At the station her brother Matti Turja greeted her and took her to

his home. Neighbors and newspaper reporters crowded around to see her.

Anna Turja's name had not been on the passenger list, and it was only 5–6 weeks later that her family received a letter from her letting them know she was alive. Anna never returned to Finland.

Anna Turja did not go to work for her brother-in-law. She soon met her future husband Erik Lund and had seven children with him. Anna never learned to speak English and her children interpreted for her. Her spouse Erik passed away in 1952 and Anna Lund on December 20, 1982, in California. She was interred at Edgewater Cemetery in Ashtabula, Ohio.

Turkula, Hedvig

Mrs Hedvig Turkula (née Kivikko) was born in Jalasjärvi on June 5, 1848. Her parents were dependent lodger Salomon Kivikko and Anna Brita Samu-elintytär.

Hedvig married Isak Juhonpoika Turkula (formerly Kujala) in 1871. They had several children who had em-



► Hedvig Turkula

barked for America. Hedvig was widowed in 1902 and she decided to emigrate to America, where her children and grandchildren were living.

Hedvig Turkula boarded the Polaris in Hanko on April 3, 1912. She was heading for Hibbing, Minnesota. Her son in America had bought her a pre-paid ticket at the price of \$74.

Hedvig was asleep when the accident happened. On the deck fellow Finn Eino Lindqvist helped her into a lifeboat (number 15). Hedvig arrived in New York on the Carpathia on April 18, 1912 and was taken to St. Vincent's Hospital. She told the reporters she had no particularly ill feelings about the occurrence apart from a slight cold.

Hedvig Turkula was the oldest Finn to survive the sinking of the Titanic. She died in Minnesota on April 3, 1922.

Wiklund, Jakob Alfred

Son of a farmer, Jakob Alfred Wiklund, was born in 1893 in Munsala. He worked with his parents on the family farm.

Jakob Wiklund and his brother Karl Johan Wiklund were traveling to America with ex-fellow student Anna Sofia Sjöblom and Jakob Alfred Johanson. They boarded SS Urania in Hanko on March 30, 1912. The Finnish Steamship Company's passenger manifest shows that they had made reservations to board the Philadelphia on April 6, 1912, but due to the coal strike they were redirected to the Titanic.

Along with other unmarried men on board, the brothers were accommodated in a third-class cabin in the front section of the ship.

Jakob Alfred Wiklund drowned, but the cable ship Minia (number 314) found his body and it was brought to Halifax. Jacob was buried at Fairview Cemetery in Halifax, and his belong-

ings were sent to his parents. They were paid £50 in compensation.

Wiklund, Karl Johan

21-year-old farmer's son Karl Johan Wiklund was born in Munsala. He worked with his parents on the family farm. Karl Johan Wiklund, his brother Jakob Wiklund, Anna Sofia Sjöblom and Jakob Alfred Johanson embarked for America together. They left Hanko aboard the Urania on March 30, 1912. The Finnish Steamship Company's passenger manifest shows that they intended to embark on the Philadelphia on April 6, 1912. Because of a coal strike they were transferred to the Titanic. Like other unmarried men on board, the brothers had their third-class cabin in the front section of the ship.

Karl Johan Wiklund died when the ship sank and his body was never recovered.

Äijö-Nirva, Isak

Farmer Isakki Äijö (later Äijö-Nirva) was born in Kauhajoki on December 24, 1870. He was the son of farmer Antti Äijö and Vilhelmina Juhontytär. Isakki married Maija Liisa Salomonintytär in 1891 and they had five children.

Isakki Äijö embarked for America for the first time in January 1901 and then again at the spring of 1909. Isakki had sold his farm in Finland in 1912 with the intention of emigrating to Ontario, Canada for good. He boarded SS Polaris in Hanko on April 3, 1912, together with Nikolai Kallio, Matti Mäenpää and Matti Rintamäki, all from Kauhajoki.

Isakki Äijö-Nirva and his traveling companions drowned in the Titanic disaster and their bodies were never found. Isakki's widow was paid £250 in compensation.

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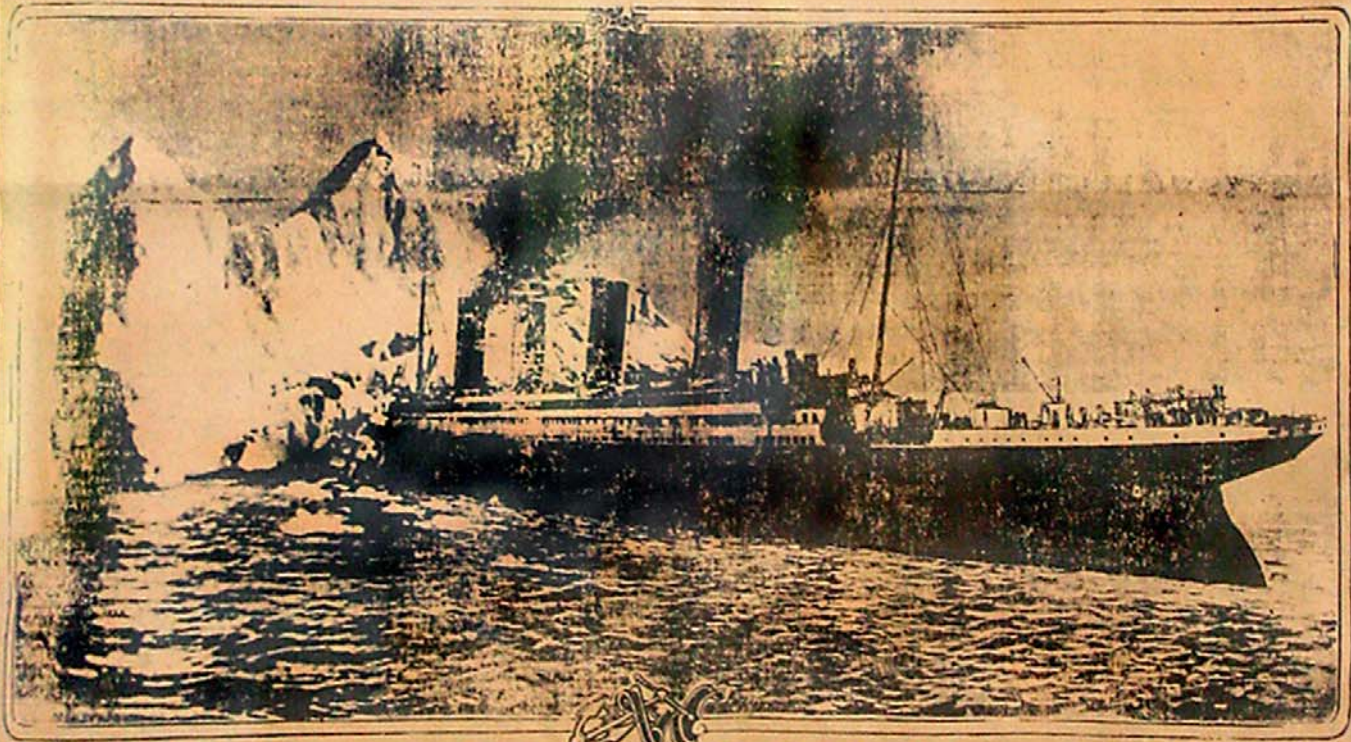
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WEDNESDAY, APRIL 16, 1912 16 PAGES PRICE ONE CENT

J. J. ASTOR LOST ON TITANIC 1,500 TO 1,800 DEAD

John Jacob Astor was among the passengers who went down with the ship, according to a wireless dispatch received by Bradstreets last night from the liner Olympic. Mrs. Astor was saved and is being brought to shore by the Carpathia.

The Wireless Operator at Cape Race, Newfoundland, Flashes: "Eighteen Hundred Lives Have Been Lost in the Wreck of the Titanic."



The Titanic as she rammed the iceberg. Drawn from the wireless reports of the disaster.

Vice-President P. A. S. Franklin, of the White Star Line, said: "We have heard the rumor from Halifax that the three steamers—the Virginian, Panisian and Carpathia—stood by the Titanic. We have received a wireless from Captain Haddock, of the Olympic, that the Titanic went down at 2.20 a. m. We have also heard indirectly that the Carpathia has 675 survivors aboard. The total passengers and crew on the Titanic numbered 2,000. It is very difficult to say whether the Virginian and the Panisian have any survivors aboard until we get a direct report. We have asked for that report from our Halifax agents and from others. Carpathia Proceeding Directly to New York. The Carpathia is proceeding direct to New York. We very much fear there has been a serious loss of life. But it is impossible at this time to assure ourselves that the other steamers have or

More than 1,500 persons, passengers and crew, perished yesterday when the "unsinkable" Titanic, the \$10,000,000 White Star liner, went to the bottom of the sea. So report the steamers which, in answer to the Titanic's wireless shrieks for help, "Hurry! hurry!" rushed to her aid. There is little hope that the dread report is not true. Of the 2,200 souls who were aboard the once mighty ship 675 were saved. As The New York American told yesterday, the Titanic, the largest, most luxurious—vaunted as the safest—steamer that ever sailed the seas, collided with an iceberg at 10.45 P. M., Sunday, in about latitude 41.48 North and longitude 50.14 West. That is, the ill-fated boat was about 1,200 miles east of Sandy Hook and about 900 miles southeast of Halifax, N. S. Twentieth Century Triumph in Ship Building. The Titanic was the Twentieth Century triumph of shipbuilding. Yet,



The Institute of Migration was founded in 1974. The principal tasks of the Institute of Migration are to promote the collection, storage and documentation of material relating to international and internal migration in Finland, to carry out and to promote migration research, to publish research reports, books and articles on migration, and to develop co-operation between the universities and other organizations related to migration.



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SUNKEN DREAMS



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- Senate's Civil and Economy Committee

Provincial Archives

- State Provincial Offices' archives
- District court archives, deeds of estate inventory
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