

BLOM



Blom enters the family tree as Lisa Blom (pictured with her family to the left and on page 3 with Matti)¹, the mother of Iisakki (subsequently Richard). Like the Kujanyää/Acey family, quite a bit of information has been gotten from Finnish records whether from correspondence, FHS microfilm rentals or the world-wide-web (www).

YLISTARO

Ylistaro Church Records² (see reproduction on next page of what received)

Matti, son of Matti Blom, born 17 October 1842, went to America 1887, died 17 October 1887,

married 20 May 1864 Susanna (daughter of Jakob Kivisto, born 20 October 1837, died a widower 21 May 1924)

They had the following children:

1. Lisa, born 10 September 1864 Ylistaro, went to America 22 January 1900
 - 1st marriage, 26 January 1888 – Esa, son of Iisakki. Kujanyää (born 29 July 1868 Ylistaro) died 26 August 1889 from drowning
 - son, Iisakki Rikhard, son of Esa, born 18 May 1889
 - 2nd marriage, 17 October 1897 Ylistaro – former brother-in-law, Matti, son of Iisakki Kujanyää (born 14 December 1871 Ylistaro)
 - daughter, Hedvig Hildur, daughter of Matti, born 3 November 1897 Ylistaro




¹ Acey family, probably c. 1902, Matti & Richard in the back, Lillian, Helen & Anna on Lisa's lap; page 3 photo was obviously taken later!

² Result of correspondence in 1989, verified via www access in 2001 – there was also a 2nd request made in 1991 and a more detailed response was received as far as siblings and their extended families.

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- daughter, Lempi Maria, daughter of Matti, born 11 October 1899 Ylistaro went to America 22 January 1900



Viite _____

VIRKATODISTUS _____ Sukututkimusta _____ varten

Paikka, aika ja virasto
Ylistaro _____ 9.11.1989 _____ Ylistaron kirkkoherranvirasto _____

Torppari Untamalasta:
Matti, Matinp. B L O M synt. 17.10.1842 (myöhemmin kirkonkirjassa virheellinen merkintä syntymäajasta 17.11.1842) Ylistaro, mennyt Amerikkaan v.1887, kuollut 17.10.1887.- Vaimo Susanna, Jakobintr. e Kivistö synt. 20.10.1837 Ylistaro, ~~kuoli~~ kuollut leskenä 21.5.1924, vihityt 20.5.1864. Lapset: ~~8xx~~ 8xx

1) Lisa synt. 9.10.1864 Ylistaro, mennyt Amerikkaan 22.1.1900.
I. mies Esa, Iisakinp. KUJANPÄÄ synt. 29.7.1868 Ylistaro, kuollut (hukkui) 26.8.1889, vihityt 26.1.1888.
II. mies (edellisen veli) Matti, Iisakinp. KUJANPÄÄ synt. 14.12.1871 Ylistaro, vihityt 17.10.1897, lapset
vaimon ensimmäisestä avioliitosta Iisakki Rikhard, Esanp. synt. 18.5.1889 Ylistaro, toisesta avioliitosta
b) Hedvig Hildur, Matintr. synt. 3.11.1897 Ylistaro ja
c) Lempi Maria, Matintr. synt. 11.10.1899 Ylistaro,
myös muu perhe mennyt samanaikaisesti Amerikkaan 22.1.1900 (yhteensä 5 henkeä) ovat siellä tietymättömissä, joten julistettu kuolleiksi:
Matti Kujanpää julistettu kuolleeksi 24.4.1960, kuolinpäiväksi määrätty 31.12.1961, vaimo Lisa (=Liisa) julistettu kuolleeksi 25.4.1960, kuolinpäiväksi määrätty 31.12.1960, poika Iisakki Rikhard julistettu kuolleeksi 13.1.1981 ja kuolinpäiväksi määrätty 31.12.1979, tytär Hedvig Hildur julistettu kuolleeksi 13.12.1988 ja kuolinpäiväksi määrätty 13.12.1988, tytär Lempi Maria mahdollisesti elää vielä Amerikassa, olinpaikka tuntematon,

2) Jakob synt. 9.7.1867 Ylistaro,
3) Matts Oskar synt. 21.2.1871 Ylistaro, kuollut 5.1.1872,
4) Johan synt. 10.1.1873 Ylistaro, vaimo Helviiki Serafia, Matintr. e Vallinpää synt. 16.12.1874 Ylistaro, vihityt 1899, heillä poika Matias Olavi synt. 19.6.1900 Ylistaro, perhe mennyt Amerikkaan v.1900, mutta palannut takaisin Suomeen.
5) Matts synt. 28.6.1875 Ylistaro, kuollut 6.9.1875,
6) Sanna Greta synt. 20.4.1877 Ylistaro, kuollut ~~28.5.1878~~ ^{46.8.} 1878,
7) Matts = Matti synt. 13.10.1879 Ylistaro, mennyt Amerikkaan 15.4.1902, julistettu kuolleeksi 26.5.1971, kuolinp. määrätty 1.1.1970.

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Matti, Matinp. BLOM'in äiti: Leski Lisa, Mattsintr. Pluumi, myöhemmin muodossa Plummi, synt. 3.4.1805 ja kuollut 21.11.1870, miehen syntymä- ja kuolinaikoja ei ole täällä, kirjat ovat Vaasan Maakunta-arkistossa.

Lunastus: _____ mk Jatkuu takasivulla....
nimen selvitys ja virka-asema

- Jakob, born 9 July 1867 Ylistaro (see section on Jacob for more)
- Matts Oskar, born 21 February 1871 Ylistaro, died 5 January 1872
- Johan, born 10 January 1873 Ylistaro, married 1899 Helviiki Serafia son of Matti Vallinpää (born 16 December 1874 Ylistaro). Had a son Matias Olavi born 19 June 1900 Ylistaro. Went to America 1900 but returned back to Finland
- Matts, born 28 June 1875 Ylistaro, died 6 September 1875
- Sanna Greta born 20 April 1877 Ylistaro, died 28 August 1878

- Matts = Matti, born 13 October 1879 Ylistaro, went to America 15 April 1902 (pictured on previous page in Eveleth MN, date unknown³)

Also,

- Matti, son of Matti Blom's, mother was Leski Lisa daughter of Matts Pluumi, later form Plummi, who was born 3 April 1805 and died 21 November 1870. Birth and death not in Ylistaro.

³ Have learned several things about A.M Turuquist ...in an e-mail from the Hibbing Historic Society dated 2/5/02 "In 1915 there was an Axel M. Turuquist who was a photographer at 414 Monroe in Eveleth." Also, from the Iron Range Historical Society in an e-mail dated 2/19/02, we learn "the Turuquist Studio was already in Eveleth in 1899, when the first Iron Range Polk Directory was published. It was still there in 1924. At that time, there were no directories printed for Eveleth until the 1940s."

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- For Susanna's parents: Jako, Andersing. Kivisto b. June 23, 1792 and died January 27, 1862 and Lisa, Simontr, b. December 9, 1795 and died January 9, 1856

Some additional research of Microfilms of the church records of Ylistaro⁴ suggests the following which gives a slightly different version of who Matti's parents are!

Year	Birth	Baptism	Township/Farm	Father	Mother	Child
1838 (died 20/4)	23/3	25/3	Undamala Koivisto	--	Inh. Enk. Lisa Blom	Susanna
1841 (died 13/7)	7/7	11/7	Undamala Koivisto	--	Lg. Enk. Lisa Blom	Jacob
1842	17/10	23/10	Undamala Koivisto	--	same as for Susanna	Matts

[author's note: records were in Swedish, convention is day/month, Inh. means border, Enda and Enkel mean single]

[author's note: next to Susanna and Jacob was oä (indicates illegitimate)⁵]

[author's note: the detailed map of Ylistaro shown in the Introduction – Finland section shows Koivisto on the road from Ylistaro to Undamala]

Obviously, the last entry matches what was given above, Matti born 17 October 1842 with a mother Lisa. It's her father that was a Matti! There is no father listed for our Matti.

Also, found Susanna's parentage ...

1837 20/10 22/10
Heickila Karhu Torp Joe Andss Kivisto Lisa
Susanna

[author's note: torp/torypare means crofter's holding/crofter]

At this time, did not find any other children nor a marriage listed.



⁴ FHC Film #0055719, extracts of church records, 1718-1862, Finland, Vaasa, Ylistaro – looked at 11/6/90

⁵ "Finnish Family History Research Guide – Common Terms & Abbreviations" by Margaret Smith, Juhani Juntunen, and David Saari, obtained 12/10/98 off www

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Since then, web-based records have become available via the Genealogical Society of Finland⁶ as part of the HisKi project. Below is a listing of what was researched:

1. Confirmed entries for Matt's parentage – no father listed and it appears that when Matts was born, Lisa was 37.
2. Confirmed burial entry for Matt's sister Susanna. Didn't find one for Jacob and it may be because it was listed as part of Christening record!
3. Confirmed birth entry for Susanna Kivisto. Working from the info above of her parents as Jako And. and Lisa Simontr, we find the following marriage entry

28.12.1813 Tårckå Jacob Anders: (från Mod:kyrkolänet) Ty:E a Lisa Sim:dr Tårckå
(Tårckå is a village in Ylistaro)

Looking for entries between 1813 and 1845 of possible siblings, one finds (note that there was another Jacob Andss and Lisa Simonsdr having children at this time though this couple was already in their 40s.) the following christenings and where appropriate, burials.

Births/Christenings

24.3.1816	Heickola Keisala	Tys. Jacob And:ss.	Lisa Simonsdr 20	(Dödf.g.b.)
17.8.1817 17.8.1817	Kaukola Lill Kauk:	Ty. Jacob And:ss	Lisa Simonsdr 21	Hedvig
29.8.1821 2.9.1821	Heickola Keisala	Tys. Jacob And:ss.	Lisa Simonsdr 26	Anders
12.6.1828 15.6.1828	Keisala	Tys. Jacob And:ss.	Lisa Simonsdr	Jacob
28.9.1832 30.9.1832	Lahti Hölsö	Torp Jacob Andss.	Lisa	Lisa

(with the change in locale this last entry is questionable)

Deaths/Burials

1822 1/10 6/10 Heickola Keisala b. Anders Smittkopp. 1 1 __ 2 (Y M W D)
relative: Ty. Jacob And:ss.

4. Next it was the birth entries for Susanna's parents – Jacob Andss and Lisa Simonsdr. The following is based on the information supplied on the original information from Finland:

1792	23/6	24/6	Topp: Keisala	try. And. And:ss.	Wall. Mats dr.	Jacob
1795	9/12	11/12	Kuivila	Simon Riddar	Caisa And:sdr	Elisabeth

Since there is no way at this time to confirm this parentage, siblings and other information was not pursued.

⁶ Genealogical Society of Finland, HisKi project, www.genealogia.fi/hiski – accessed in April – July 2000 and September 2001. Note: for Ylistaro 1718-1850 for births and deaths and 1718-1862 for marriages + this info: Ylistaro, Name in Swedish = Ylistaro; Villages = Heikkola, Isokylä, Kainasto, Kaukola, Kuivila, Lahti, Mettälä, Pelna, Topparla, Torkkola, Ulvila, Untamala; Neighbouring Parishes = Ilmajoki, Isokyrö, Lapua, Nurmo, Seinäjoki, Ylihärmä

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5. Next it was the birth of Lisa Blom, Matt's mom. The following is based on the original information from Finland and it is also the only Lisa Blom born in Ylistaro and surrounding communities between 1800 and 1810. From Matt's birth entry, we know Lisa was 37, which does give a birth year c. 1805. These events are listed for Isokyro, a community neighboring Ylistaro.

1805	3/4	7/4	N:o 35	Sold. Matts Blom	Maria Jac:sdr	Elisabeth
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[Note: Sold refers to being a soldier]

Searching further on this family gives:

Marriage

12.10.1800 -	Sold.	N:o 36	Matts Blom	Pig Maria Jacobsdr. Smedman	Hevonk: Hoppala
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Other children, births/christenings

1801	23/11	25/11	N:o 36	Sold Matts Blom	Maria Jac:sdr	Matts
1804	15/2	17/2	N:o 36	Sold. Matts Blom	Maria Jac:sdr	Maria (+)

Other children, deaths/burials

1804	17/4	22/4	N:o 36	b. Maria	hosta	2 (months)
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relative: Sold. Matts Bloms

Determining the death of Lisa's mother has been a challenge. Part of this is because the entries for sold. Matt Blom are a little confusing. His entries would lead one to believe that he was both married before his marriage to Maria Jacsdr and had a child after a possible move from Isokyro to Ylistaro -- it is confusing. What adds to the confusion, is that the following Ylistaro death entry would seem to apply to his 2nd wife, Maria Jacs 'dr, yet it's not till 1837!

3.3.1837	5.3.1837	Undamala	Sold. enk. Maria Jac.dr. Blom	lungot 67 18
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(pretty much says a soldiers widow, Maria Jacs 'dr Blom (her husbands surname) – the entry also states, Fattig und. stöd., which would seem to indicate that she was poor and on support at the time of her death)

The following events are from Isokyro and Ylistaro (Undamala). If these are all him, he was sure a busy guy! This is all very confusing and the author suspects that this is not a comprehensive list!

Possible Step-siblings, births/christening

1792	30/9	30/9	Valdara Isokyro	Sold. Matts Blom	Sus. Johans'dr	Susanna
1797	7/8	7/8	Isokyro N:o 36	Sold. Matts Blom	Susanna Johans'dr	Jacob
1807	29/9	4/10	Isokyro N:o 36	Sold: Matts Blom	Maria Matts dr	Gustav
1810	8/9	9/9	Und	Sold: Matts Blom	Maria Johans dr	Johan

Possible Step-siblings, deaths/burials (except, find no entry of birth except for Gustav!)

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1796 13/1 17/1 Waldarla Isokyro b. Matthias ok.b.s. 3 mos 3 days
relative: N:o 36 Sold: Matts Bloms

1796 22/7 24/7 Waldarla Isokyro d:r Maria Mattsdr magsiuka 9 mos 3 weeks
relative: N:o 36 Bloms

Soldier Names

A special type of names is called soldier names. In the kingdom of Sweden-Finland a system with soldiers kept up by farms were introduced in the 1600's. Sometimes the farmer himself was the soldier, sometimes it was his son or a farmhand, or a man hired for the duty. To separate all the men with similar names (given name + patronymic) a law stated that soldiers should have distinct additional names. A system was introduced where every place in the soldier's roll - the index of soldiers - got an easy-to-use name. The names were usually short and easy to pronounce, and could be of a certain type in certain companies. Examples of the names are Harnesk (armour), Vackcr (beautiful), Klinga (blade, sword), and Trumpet (trumpet). In the beginning the names were Swedish, but later Finnish names were used.

When a soldier retired he could take back his original family name or he could return to his given name plus patronymic. It was also possible for him to continue using the soldier's name, and the soldier's name then became an inherited family name for his descendants. His successor as soldier got the same name, because his name was connected to the roll, even if they were not related.

(accessed 9/3/02, <http://www.genealogia.fi/emi/art/article216e.htm>)

1809 21/4 23/4 Und Ylistaro Gustav Mattss rotf 2 years
relative: Sold. Bloms

Death of Susanna Johans'dr

1800 11/3 16/3 Isokyro H:u Susanna Johsdr. Flussfeb:r 40
relative: Sold. (N:o 36) Bloms

Death of Sold. Matts Blom

1816 13/8 18/8 Undam. Ylistaro Afs. Sold. (g.) Matts Blom Drunknad 51 8 9

It's likely that Matts received his name (or an ancestor did) as a result of how Soldier's were named (see box above).

EMIGRATING to AMERIKKA!

We move from church records to some other records. We know from the church records and a family photo (on page 12 is a photo of Matti and Johan Blom taken in Eveleth MN, date unknown), that Lisa's father and brothers came to America at some point. The following summarizes the research into their emigration (Lisa's information is listed with the Kujanpää/Acey family info).

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FATHER (MATTI BLOM):

Some research in the National Archives in Bayonne NJ and in Waltham MA reveals the following entry that is consistent with what's known about the father and his trip to the United States.

PASSENGER FARES

From New York Times of May 25 and 26, 1887.

Cunard Line

New-York to Liverpool via Queenstown.

From Pier 40 North River

Fast Express Mail Service

Etruria.....Saturday, May 28, 9 A.M.

Aurania.....Saturday, June 4, 4 P.M.

Umbria.....Saturday, June 11, 9 A.M.

Servia.....Saturday, June 18, 3 P.M.

Service from Boston to Liverpool

Sailing Thursdays,

Catalonia.....June 23, July 28, Sept 1, Oct. 6

Pavonia.....May 26, June 30, Aug. 4, Sept. 8

Cephalonia..June 9, July 14, Aug. 18, Sept. 22

Scythia.....June 16, July 21, Aug. 25, Sept. 29

Bothnia.....June 2, July 17, Aug. 11, Sept. 15

Cabin passage, \$60, \$80, and \$100; Intermediate, \$35. Steerage tickets to and from all parts of Europe at very low rates. For freight and passage apply to the company's office, 99 State-st., Boston, or 4 Bowling Green, New-York.

Vernon H. Brown & Co., General Agents

(<http://www.theshipslist.com/ships/fares1887.html>,
accessed 10 September 2001)

Blom, Matt; Age = 44, Sex = M; Arrived April 16, 1887; S.S. Pavonia; Occupation = Laborer; Birthplace (Nationality) Finland; Country of Which Citizen = Sweden; Last Residence = Sweden; Destination = USA (Ohio); Mental and Bodily Condition = Good; List No. 140; Location of Compartment or Space Occupied = Steerage Deck; Transient, or in transit, or intending protracted sojourn = Pro Soj; Origination = Liverpool (see Appendix H for reproduction of parts of this manifest)

author's note: arrived in port of Boston

Passenger fares for 1887 are reproduced in the box above. A picture of the S.S. Pavonia

*is below.*⁷

A helpful person in Finland has found that Matti emigrated via Gothenburg in 1887.

*"I checked the Swedish passenger lists and found the name Matts Blom, leaving Gothenburg bound for Ashtabula April 1st 1887 (reg.nr. 31:305:8765). His age is listed as 44. No other close matches were found."*⁸

Before the Finland Steamship Company was founded in 1892, "A common route was by ship from Gothenburg on the



⁷ <http://www.geocities.com/Pentagon/Bunker/6821/photo.htm>, accessed 10 September 2001

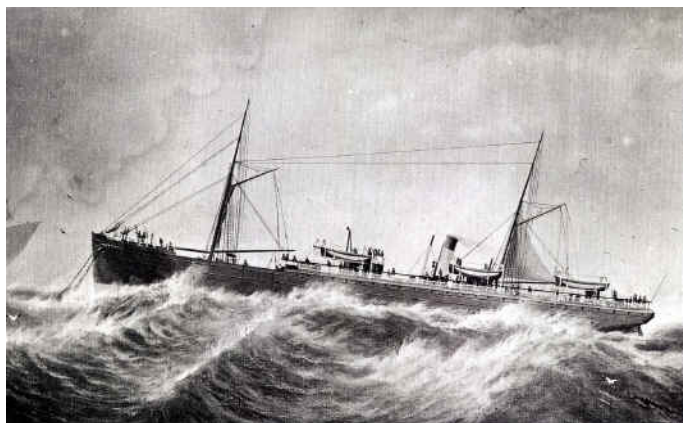
⁸ e-mail received 17 September 2001, Krister Björklund, Registrar, Institute of Migration (Krister.Bjorklund@abo.fi) – see page 8 for entry

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Pictured above is a painting ("The Emigrants" by Swedish artist Knut Ekwall, (1843-1912). This painting depicts the artist's vision of what the Atlantic crossings could be like for the immigrants.)¹⁰ that was done to depict emigration from Sweden. For more information on Goteburg as a port of departure for the US, see Appendix A.

Further research has discovered that from Gothenburg to Hull, Matti took the Steamer "Orlando."¹¹ Additional information on this Steamer is in Appendix B and some information on the travel from Gothenburg to Hull is provided in Appendix C. Below is a picture of the ship¹².



We don't know for sure how Matti got from Ylistaro to Göteborg. One would assume by train and or possibly a ferry from Vaasa to Göteborg. Göteborg is on the western coast of Sweden. The port resides in the mouth of the river depicted in the map below from 1809¹³.

⁹ http://www.algonet.se/~hogman/swe_genealogy.htm#Other%20records, "Genealogy in Sweden", accessed 17 September 2001

¹⁰ <http://www.americanwest.com/swedenigr/pages/enigra.htm>, American West-European Emigration, accessed 17 September 2001

¹¹ e-mail dated 20 September 2001 from lforsning@svenskaemigrantinstitutet.g.se, The Swedish Emigration Institute with follow-up mail with copies of ships list and photo of ship Orlando

¹² <http://longstrom.com/shipsinformation.htm#Orlando>, accessed 24 September 2001

¹³ <http://ostindiska.educ.goteborg.se/Kartor-Bilder/ghg1809.htm>, accessed 20 September 2001

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[author's note: the city and port of Gothenburg is shown in the map below]



We can only make guesses. Though a registrar at the Institute of Migration in Finland states¹⁴:

“About the journey: the emigrants usually traveled down to Turku or Helsinki, took a boat to Stockholm and continued to Gothenburg. Some of the emigrants from the Ostrobothnia crossed the Gulf of Bothnia and traveled through Sweden down to Gothenburg (or to some Norwegian port)...(from 1891 on) the building of the railway to Hanko was largely due to the emigrant traffic from Ostrobothnia. They went by horse and carriage to the nearest railway station together with relatives and neighbors to see them off, and then got on the train to Hanko.”

Förteckning
öfver utvandrare, som af undertecknad befordras med Ångfartyget *Åland*, som
den 1 April s.å. härifrån afgår till *Åland*.

Kontak- tes No	Utvandrarens yrke och namn.	Födelseort till län och socken.	Ålder	Man.	Qvinn.	Summa.	Bestämmelseort.
65	<i>Matti Blom</i>		70	1			
66	<i>Aspau Blom</i>		44	1			<i>Ashtabula Ohio</i>
67	<i>Valentia Blom</i>		40	1			

We continue to learn more about Matti and his short sojourn in America. An e-mail from Ylistaro states the following about Matti:

“Matti BLOM (born 17 Oct 1842), died in America 17 Oct 1887. In our book is said, that he had crushed (I wonder if he was a miner).”¹⁵

Unfortunately, we have not been able to confirm Matti's death in America. It appears that there is no death or cemetery listings for Matti in Ashtabula or neighboring communities¹⁶. The author even examined

¹⁴ e-mail received 21 September 2001, Krister Björklund, Registrar, Institute of Migration (Krister.Bjorklund@abo.fi)

¹⁵ Ylistaron seurakunta ylistaron.seurakunta@evl.fi – e-mail dated 12 September 2001

¹⁶ e-mail dated 21 September 2001, ACGS lacgs@ashtabulagen.org, Ashtabula County Genealogical Society, Tom ... accessing an 1867-1908 death index

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a microfilm of the original "Record of Deaths, Probate Court" for Ashtabula covering mid-1886 to mid-1888.¹⁷ At this time, Ashtabula did not have a large Finnish (or Swedish population) and there was limited church involvement (hence a lack of records kept). The following¹⁸ gives some insight into the time period:

"The first Finnish pastor to preach the Gospel to them was a Church of Finland clergyman, Alfred Elisier Backman. Returning to Northern Michigan after a visit to his homeland, Mr. Backman spent four days in the Ashtabula Harbor settlement in the fall of 1881.¹ His visit naturally intensified the long-felt desire of many Finns to resume the normal spiritual life to which they had been accustomed from birth. Since the Ashtabula Harbor Finns had as yet no formal religious organization and despaired of finding or supporting by themselves an ordained Finnish clergyman, they joined hands with the Swedes. During the years 1882-89 the Swedish and Finnish Lutherans were served by four bi-lingual ministers. The first was a twenty-eight-year-old seminarian, John J. Hoikka, who spent the summer of 1882 among the two groups. In the fall Hoikka returned to his studies but revisited his friends during the winter recess. The impression which the young student made upon the Swedes and Finns by his fearlessness, sincerity and ability led to talk of forming a permanent Swede-Finn congregation with Hoikka as its shepherd. The preacher, however, had other plans; after being ordained in June, 1883, he went to Oregon to work among the Finnish people. The Swedes and Finns then turned to the Rev. Alexander Malmstrom who had been called to America by the Augustana Synod to do work among the Finnish as well as Swedish immigrants. Malmstrom came to Ashtabula in the spring of 1883 and preached several times; he was not pleased with the prospects which the community seemed to offer and shortly left the city. The two nationalities were next served by John W. Lähde who arrived in the settlement in May, 1884. Largely through his efforts among the Finns the Bethlehem congregation was founded that year; this first Finnish religious body in Ohio was, in the absence of any Finnish-American synods, affiliated with the Augustana Synod. The Synod's records show that the Bethlehem Church was in existence from 1884 to 1889 with a membership between twenty-five and forty Finns. Within a short time after his arrival, Lähde had won the esteem of the Finns and Swedes; in testimony of their affection the two groups sent him to the Augustana Seminary for the spring term of 1885 after which he was ordained. After his ordination the Rev. Mr. Lähde returned to Ashtabula, but in the fall of 1885 moved to New York. A newspaperman August Edwards, undertook to perform the indispensable clerical duties for the Finns and Swedes after Lähde's departure. For four years he took time from his newspaper work to deliver sermons, christen children, and bury the dead. When ordained Finnish ministers, as the Rev. E. Panelius and the



¹⁷ LDS Film #0890260, Ashtabula County Ohio Death Records, 1867-1908. Over the period examined, only 4 persons that were Finnish were listed as having died ... is this significant? Subsequently checked later years for those of Finnish Origin with no success.

¹⁸ <http://www.genealogia.fi/emi/art/article221e.htm>, accessed 18 October 2001, "Finnish Lutherans in Ohio 1871-1937"

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missionary Frans E. Ohde, chanced to visit the settlement, Edwards quietly and without complaint withdrew into the background.

Ian added footnote: "...Thus was born the first Finnish congregation, named Bethlehem, in the year 1884. The congregation was affiliated with the Augustana Synod. No records remain of this congregation except that it was carried on the books of the Augustana Synod through the year 1889."¹⁹

Referring to the reference in the Finnish record of him being "crushed" ... an Ashtabula County Genealogical Society representative states "We don't have any mines of any type in Ashtabula Co. however, we do have the ore and coal docks and many times workers were crushed between railroad cars, or in shipping accidents on the boats. The Finnish, Swedish, Irish and Italian immigrants that came to Ashtabula Co were notably employed in both the building and operating of the railroad and in the harbor and docks areas and on the lake boats. We've heard of numerous occasions of men being injured and killed in work related accidents in the early years. Safety conditions and even language barriers no doubt contributed to these problems."²⁰

The picture on the previous page, shows Ashtabula as it looked in 1896²¹

¹⁹ <http://www.genealogia.fi/emi/art/article238e.htm>, accessed 18 October 2001, "History of the Bethany Lutheran Church"

²⁰ e-mail dated 21 September 2001, ACGS facgs@ashtabulagen.org, Ashtabula County Genealogical Society, Elsie

²¹ accessed 19 January 2002 & earlier, "Ashtabula Harbor, Ohio 1896. **Drawn by T. M. Fowler**", **REPOSITORY:** Library of Congress Geography and Map Division Washington, D.C. 20540-4650 USA, **DIGITAL ID:** [g4084a.p0006780](http://hdl.loc.gov/loc.gmd/g4084a.p0006780) [uri:hdl:loc.gmd/g4084a.p0006780](http://hdl.loc.gov/loc.gmd/g4084a.p0006780)
<http://hdl.loc.gov/loc.gmd/g4084a.p0006780>

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BROTHER JAKOB:

The Institute of Migration²² has made available some passenger information and some passport information. As with all resources, it's not an exhaustive listing and does contain several entries that most likely pertain to our "Blom" family, including Jakob. Given that Jacob wasn't mentioned beyond his birth in the information provided by the church in Ylistaro, we don't have much to go on though more useful information keeps being found!

Probably brother Jakob (passport) ...

birth date = 1867; marital status = 2 (married); occupation = Loinen (dependent lodger); home parish = Ylistaro; Province = VAA; Passport date = 11 April 1900; Passport number = 1145; Passport valid (year:month) = 3:0, Destination Amerikka, Passport issued by VAA; Remarks = sj vmo ja 4 lasta (left in Finland wife 4 children)

...now, there is also an interesting entry for a Jaako Blom where the data is very consistent with the above entry ... could it be one in the same and this earlier passport was lost?

Last name = Blom; First names = Jaakko; Birth date = 1867; Occupation = Loinen; Home Parish = Ylistaro, Province = VAA, Passport date = 24 April 1897; Passport number = 400; Passport valid (year:month) = 5:0; Destination = Amerikka, Passport issued by = VAA; Remarks = sj vmo ja 3 lasta (left in Finland wife 3 children)

Researching passenger records both at the Finnish end (Institute of Migration) and the America end (American Family History Emigration Center – Ellis Island), the following might be our Jacob. These records show that this person emigrated in April 1900 (consistent with when passport issued, normally immediately before traveling) with a destination of Asburnham (would be Ashburnham) MA. Since the church information provided did not state whether Jacob married and had children, all's we can go on is the 1867 birth-date which is consistent with known information! Otherwise, one would wonder why he would go to MA (and if to MA, not to Salem where his sister was !?!) while the brothers would go to MN.

Jacob (Passenger information – from Finland):

Last name = Blum; First name = Jacob; Age or Age class = 1M; Port of departure = Hanko; Place of destination = Asburnham; State of Destination = MA; Country of Destination = USA; Price of ticket = USD 35; Ship from Finland = Astraea; Date of Departure from Finland = 14.04.1900; Ship From

²² www.migrationinstitute.fi/migration, accessed 22 April 2001

COMPLETE
Blom Family Genealogy

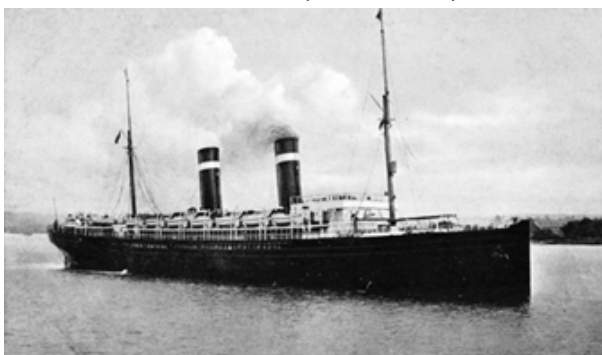
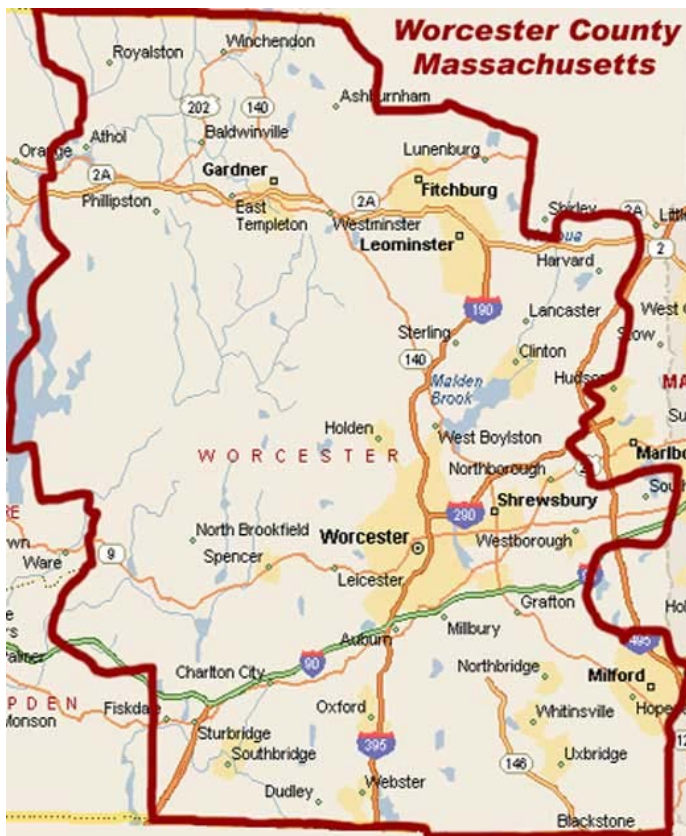
England = *; Date of departure from England = ..9999; Ocean Line = American Linen; Port of Departure in England = *; List and Page = 7/67

Which matches the following passenger information from America (port of arrival NY at Ellis Island)

Name = Blom, Jacob; Ethnicity = Finn; Place of Residence = Finland; Date of Arrival = April 29, 1900; Age on Arrival = 32y; Gender = M; Marital Status = M; Ship of Travel = St. Louis (pictured); Port of Departure = Southampten, Southamptenshire, England

(researching the actual ship manifest (partially pictured on the next page) entry reveals ...had been in America before (could match up with 1897 passport entry found), had \$10 in pocket, and going to Ashburnham MA (consistent with Ashburnham listed above which is actually Ashburnham)).

There has been no further success researching Jacob. He does not show up in either "The Finns of Ashburnham" or "The History of Ashburnham."²³ Also, a representative of the Steven's Library in Ashburnham²⁴ could find no references to



him including a check of the 1900 census. The map above shows Ashburnham in relation to Worcester county.²⁵

The following blurb gives us some idea why Ashburnham could have been his destination.

"The town, originally called Dorchester-Canada, was

²³ e-mail received 8 October 2001, Tynna2000@aol.com (affiliated with Ashburnham Historical Society)

²⁴ 1/17/02 phone message following up on earlier phone & e-mail correspondence ... Cheryl @ Stevens Memorial Library Ashburnham MA states that researched Jakob Blom and could find nothing pertaining to him ... she indicated that this included the 1900 census.

²⁵ Accessed 22 January 2002, <http://www.greaterworcester.net/worcesterctynmaplarge.htm>

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founded on several land grants during the 1730s. The most significant grant was to the survivors and heirs of deceased soldiers of an expedition to Canada in 1690. After assembling a force of 2,000 soldiers, many from Dorchester, and a fleet of 32 ships, the Massachusetts Bay Colony had no money left to pay the soldiers when they returned. In 1735, the Court granted a township to each company of 60 soldiers and their heirs.

Thirty years later, representatives from Dorchester-Canada petitioned the General Court to incorporate the town and call it Ashfield. The Court agreed, but gave it the name Ashburnham, in honor of John, the second Earl of Ashburnham in England. The name may have also been derived from one of the town's largest industries at that time -- potash making. Potash, an essential ingredient in soap, fertilizer and glass, was made by burning wood in iron pots. In 1793, the first ton produced in Ashburnham became the largest shipment ever made at one time.

Over the years, the natural beauty of the town, with its hills, forests and lakes, has continued to attract people. In the early 1900s, Finns looking to escape Russia discovered that Ashburnham was similar to the terrain of their homeland. By 1911, nearly one-tenth of the town's 30,000 acres was under cultivation by Finns.²⁶

Handwritten mark: a stylized 'C' with a flourish.

LIST OR MANIFEST OF ALIEN IMMIGRANTS FOR

Required by the regulations of the Secretary of the Treasury of the United States, under Act of Congress approved March 3, 1875, for the registration of alien immigrants on board every vessel having such passengers on board upon

S.S. ST. LOUIS sailing from SOUTHAMPTON APR. 21. 18

1 No. on List.	2 NAME IN FULL.	3 Age		4 Sex.	5 Married or Single.	6 Calling or Occupation.	7 Able to		8 Nationality.	9 Last Residence.	10 Support for Landing in the United States.	11 Final destination in the United States. (State, City or Town.)	12 Whether having a ticket to such final destination.
		Yrs.	Mos.				Read	Write					
1	Matti Hueterro	43		✓	Mar.	Labo	✓	✓	Finland	Finland	✓	Portsmouth Ohio	✓
2	Jacob Blom	32		✓	✓	✓	✓	✓	✓	✓	✓	Ashburnham Mass.	✓
3	Leisa Paunio	30		✓	✓	Wife	✓	✓	✓	✓	✓	✓	✓
4	John do	19		✓	Mar.	Child	✓	✓	✓	✓	✓	✓	✓

Some follow-up on Jakob²⁷ from the church in Ylistaro reveals ...

"Jaakko Blom moved to America 1897 alone and came back to Ylistaro 1903. About 1905-1906 the last name Blom was changed to name Aho. Why, I don't know. It was very usual at that time that people changed their names."

Author's note²⁸: "Family names in Finland adopted during the last 200-300 years were usually Swedish sounding (except for the names from the eastern area). In the end of the 1800's nationalistic thoughts arose and people started to change names to more Finnish-sounding names.



²⁶ <http://www.boston.com/globe/search/realestate/111597.htm>, accessed 1 October 2001

²⁷ e-mail received 5 October 2001, Ylistaron Seurakunta (ylistaron.seurakunta@evl.fi) – the church in Ylistaro, from Leena Toivio, Church Representative

²⁸ accessed 3 September 2002, "Finnish Genealogy: The Finnish Naming System" by Leif Mether, <http://www.genealogia.fi/emi/art/article216e.htm>

COMPLETE Blom Family Genealogy

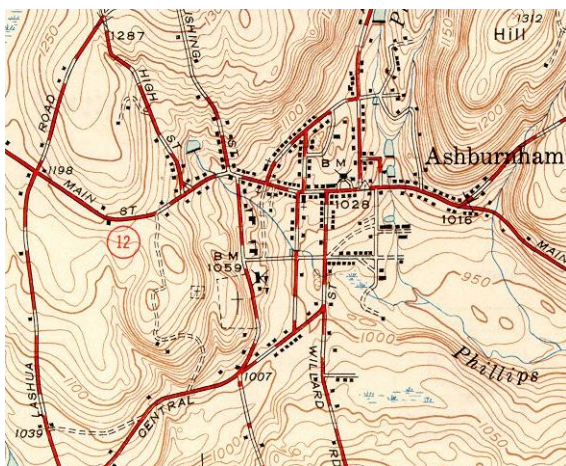
In 1906 a lot of name changes were made to celebrate the centennial anniversary of the birth of the statesman and philosopher J. V. Snellman. Some people translated their names to Finnish, while other made completely new name constructions." So, since Blom was changed to Aho during the mentioned time period, this is probably why!]. It appears that Aho can be translated in English as clearing, glade or meadow. Doesn't seem to quite correlate with Blom (blossom) so the family must have chosen a new name.

So, if one accounts for Jacob possibly coming over in 1897 and 1900, more than likely the above records fit our Jakob, however his name is spelled!" Also, the Finnish passenger records covering 1896-98 have been lost explaining why a passport and not passenger information was found. Also, a somewhat extensive

1897	30	Maldred Finnties	M F	1891	2				
		Trarion Johan	Boarder	M	1862	11	0		
		Aleksandra	Wife	M	1862	11	0		
		Lipina E	Son	M	1891	2			
		Wine E	Son	M	1891	2			
		Wigstrom Anton	Boarder	M	1895	11	20		
		Hehalas May	Boarder	M	1825	11			
		Finna Jacob	Boarder	M	1838	11	11		

search of the 1897 Passenger records for New York has been done and he hasn't been found. There are many reasons for this – incorrect information from Finland, transcription errors, arriving in a port other than New York, etc..

Jacob may be found after-all in the 1900 Ashburnham Census! Examining records that have become



unavailable shows the following entry for a residence on Main St (reproduced above).²⁹:

Pluni, Jacob	Boarder	W	M	Aug
1867	32	M	11	Finland 1900
Laborer – Chair Shop				

There's enough of this that matches (whose going to quibble over July vs August for birth-date) and we've certainly seen Plummi and Plunimi and other variants. As expected, a search of the 1910

Ashburnham census did not show a Jacob Blom.

Based on the address given of Main Street, the following USGS map gives you a very broad picture of Ashburnham's layout in 1946 and Main St is shown³⁰.

²⁹ accessed Feb 2002, Ancestry.com web-site, 1900 Census, Massachusetts, Worcester County, Ashburnham, ED #1579, Main St., taken 13th June 1900

³⁰ accessed Feb 2002, web-site for UNH DIMOND LIBRARY, Documents Department & Data CenterHistoric USGS Maps of New England & New York, 1946 Ashburnham SE

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.... Digging through the author's files, she came across a re-request for information from the Finnish church authorities in Ylistaro that was received back in 1991. Well this request appeared to result in the author receiving more detailed information about Jaakko. An overview of these records indicates:

- Jaakko went to America c 1897 and died in America November 1, 1916.
- He married Edla Liisa Herala who was born March 11, 1870 in Ylistaro and died December 25, 1937
- Family name subsequently AHO
- Had 5 children (see Appendix L for some additional info):
 - Matti, born 22 February 1891 Ylistaro, Went to America 23 February 1910
 - Aina Susanna, born 21 February 1893 Ylistaro, went to America with husband and children 15.3.1926
 - Johannes, born 6.12.1895 Ylistaro, went to America 11.5.1914, and there is something about "Soviet" ... maybe he then moved to the Soviet Union?
 - Jaakko, born 12.12.1897 Ylistaro
 - Lauri, born 25.6.1902

ADD TO YOUR ELLIS ISLAND FILE		VIEW ANNOTATIONS
		
Name:	Blouuni, Johann	
Ethnicity:	Finnish	
Place of Residence:	Finland	
Date of Arrival:	April 15, 1900	
Age on Arrival:	28y	
Gender:	M	
Marital Status:	M	
Ship of Travel:	S. S. New York	
Port of Departure:	Southampton, Southamptonshire, England, UK	

BROTHER JOHAN:

It appears that the brother Johan emigrated early 1900 – both a passport and passenger records were found. We know for sure that Johan & Matti ended up in the same place in America based on the photo on page 13 of the two of them in Eveleth MN (undated) (see Appendices E & F for more info on Eveleth).



Johan (Passport):

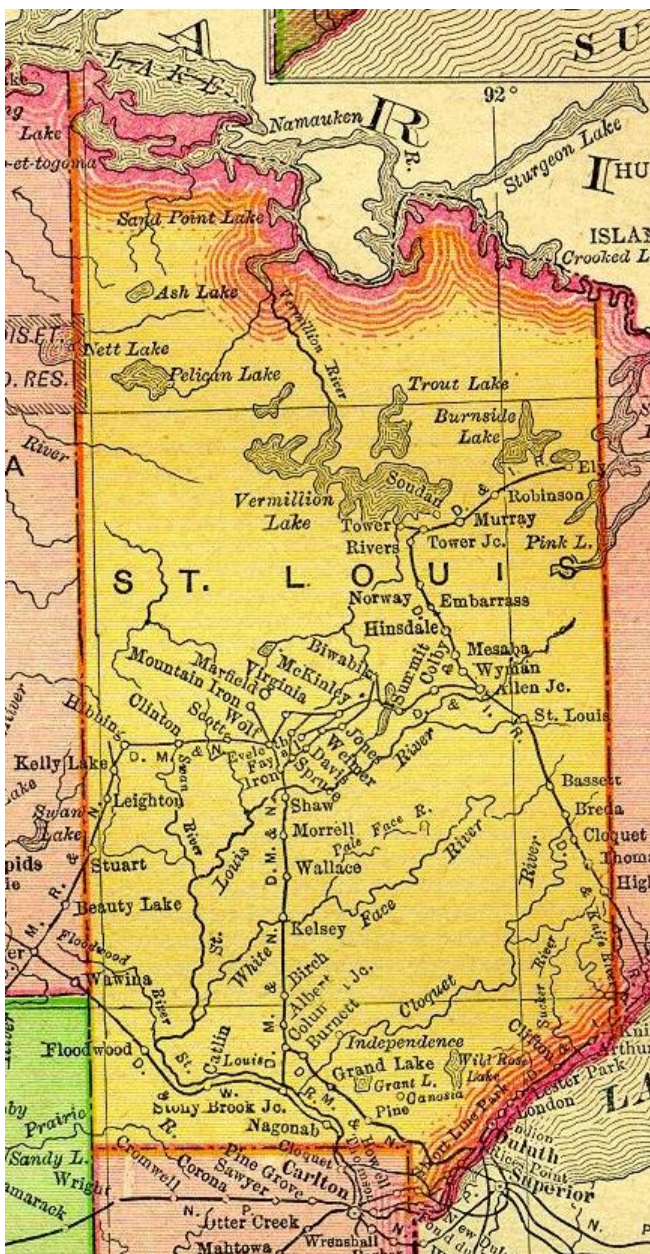
Birth date = 1873; Occupation = Loinen (dependent lodger); Home Parish = Ylistaro, Province = VAA (Vaasa), Passport Date = 21 March 1900, Passport Number = 778, Passport Valid (year:month) = 3:0; Destination = Amerikka, Passport issued by VAA

Johan (Passenger Record: Finland to England):

(very likely candidate with a Destination of Eveleth that matches where photo was taken)

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Last name = Blommi; First names = Johan; Age or Class = 1M (adult man); Port of Departure = Hanko; Place of Destination = Eveleth; State of Destination = MN; Country of Destination = USA; Price of Ticket = USD 63; Ship from Finland = Arcturus; Date of departure from Finland = 24 March 1900; Ship from England = * (not stated); Date of departure from England = 9999 (not stated); Ocean Line = American Line; List and page = 7/55



Johan (Passenger Record: England to America) (synopsis on prior page)³¹:

The manifest that goes with this entry states that he:

- * had \$5 in possession
- * paid for his own passage
- * was going to Eveleth MN (see map of St. Louis County in 1895 to see where this is)
- * had never before been in the US
- * going to visit a friend (name illegible)
- * gave appropriate answers to the questions of polygamy, good health ...

The S.S. New York (pictured on prior page) was "Built by J. & G. Thomson Limited, Glasgow, Scotland, 1888. 10,499 gross tons; 560 (hy) feet long; 60 feet wide. Steam triple expansion engines, twin screw. Service speed 20 knots. 1,740 passengers (540 first class, 200 second class, 1,000 third class).

Built for Inman & International Steamship Company, in 1888 and named City of New York. Liverpool-New York service. World's fastest ship 1892-93. Sold to American Line, in 1893 and renamed New York. Renamed USS Harvard in 1898. Served briefly for US Navy in 1898 during the Spanish-American war. Renamed New York in 1898. Renamed USS Plattsburg in 1917. Armed merchant cruiser service. Reverted to American Line as NEW YORK in 1919. Sold in 1919. to Polish Navigation

³¹ www.ellisland.or, accessed September 2001

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Company. New York-Danzig service. New York-Mediterranean service in 1922. Scrapped at Genoa in 1923."
(www.ellisland.org)

We also find Johan's wife and child ...

Johan's wife (Passport):

Last Name = Blom, First names = Hedvig Serafia; Birth Date = 1874; Marital Status = 2 (married); Occupation = Loisen vmo (dependent lodger's wife), Home parish = Ylistaro; Province = VAA (Vaasa); Passport date = 18 December 1900; Passport number = 3411; Passport valid (year:month) = 5:0; Destination = Amerikka; Passport issued by: VAA; Remarks = *Sy yka Matthias Olavi s. 1900 (with the same passport son Matthias Olavi)*

Johan's son (Passport):

Last name = Blom, First names = Matthias Olavi; birth date = 1900; Marital Status = 1 (unmarried); Occupation = Loisen yka (dependent lodger's son); Home parish = Ylistaro, Province = VAA, Passport Date = 18 December 1900; Passport Number = 3411; Passport valid (year:month) = (5:0); Destination = Amerikka, Passport issued by = VAA; Remarks: *Ph aiti Hedvig Serafia s. 1874 (holder of passport Mother Hedvig Serafia)*

Having learned before that Blom had historically been spelled as Pluumi and Plummi, this was another avenue of research since searching on Blom in the Passenger Records did not give us Johan's wife and child ... though, a passport does not guarantee that they did travel to America. Well, this search yielded the



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following ... if one imagines that Fiina could be short for Serafina (his wife's middle name) then the rest of this fits, particularly the destination of Eveleth (pictured on previous page, undated³²)!

Last Name = Plummi, First names = Fiina; Age or age class = 24; Port of departure = Hanko; Place of destination = Eveleth; State of destination = MN, Country of destination = USA; Price of ticket = USD 34; Ship from Finland = Polaris; Date of Departure from Finland = 22 December 1900; Ship from England = *; Date of departure from England = 99.99.9999; Ocean Line = Cunard Line; Port of departure in England = *; List and page = 16/31; Remarks = Mk sylilapsi Plummi (traveling companion infant Plummi)

Last name = Plummi, First names = * sylilapsi; Age or age class = 3* (infant, unknown sex); Port of Departure = Hanko; Place of destination = Eveleth; State of destination = MN; Country of destination = USA; Price of Ticket = USD 34; Ship from Finland = Arcturus; Date of departure from Finland = 29 December 1900; Ship from England = *; Date of departure from England = 99.99.9999; Ocean Line = Cunard Line; Port of departure in England = *; List and Page = 16/31; Remarks = MK Fiina Plummi (traveling companion Fiina Plummi)

lauthor's note: obviously, there is a transcription error between these two as to what ship and it's date of departure from Finland ... they obviously traveled together and the info came from the same list & page! So, pick a ship!



Some timely assistance³³ facilitated finding the wife and son's passage to America. They traveled on the ship Servia³⁴ (pictured) from Queenstown

Ireland.

Name	Plunimi, Fuva —
Ethnicity	Finnish
Place of Residence	Hango
Date of Arrival	January 08, 1901
Age on Arrival	24y
Gender	F
Marital Status	M
Ship of Travel	Servia
Port of Departure	Queenstown, Cork, Munster, Ireland

The Servia was "Built by J. & G. Thomson Limited, Glasgow, Scotland, 1881. 7,391 gross tons; 532 (hy) feet long; 52 feet wide. Compound engine, single screw. Service speed 17 knots. 1,230 passengers (480 first class, 750 third class). Built for Cunard Line, British flag, in 1881 and named Servia. Liverpool-New York service. Scrapped in England in 1901."

³² <http://www.old-postcards.com/2305.jpg>, accessed 31 October 2001

³³ e-mail dated 17 September 2001 from: Krister Björklund, Registrar, Institute of Migration, lkbjorklu@abo.fi

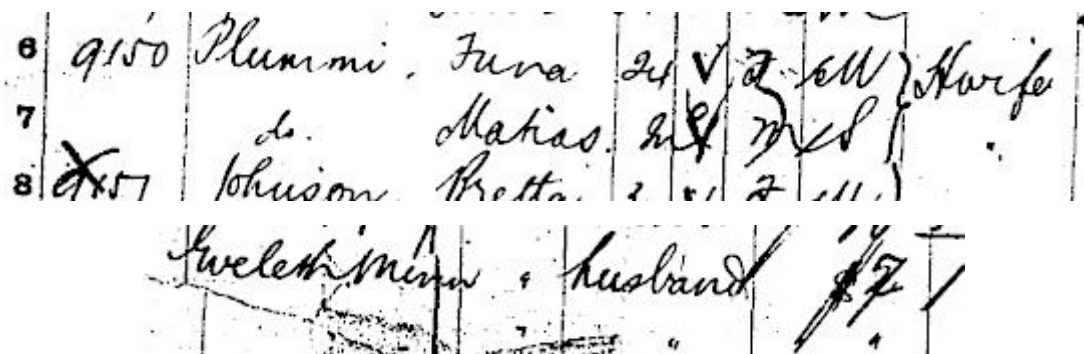
³⁴ www.ellisland.org, accessed 18 September 2001 for passenger information, ship's picture and ship's information

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Additionally, "During the late 1870's the Cunard Board of Directors were required to consider yet another scientific discovery. Just as iron had superseded wood, so steel was about to supplant iron. The directors were convinced that steel possessed greater strength than iron, and it was lighter. The first steel ship to be built for Cunard was the *Servia*, and it was the largest and most powerful ship at the time (except the Great Eastern). The *Servia* possessed compound engines of massive proportions generating a total of 10,000 horse-power. The passenger accommodation was also of a high standard and modern appliances such as electric lamps were introduced. The fastest passage of the ship was made in December 1884, when it steamed from New York to Queenstown in 7 days 1 hour 38 minutes.

The *Servia* made its maiden voyage from Liverpool to New York, via Queenstown, on 26 November 1881. In 1889 the passenger accommodation was modified to allow for 400 1st class, 200 2nd class and 500 3rd class passengers. In 1899 it was used as a Boer War troop transport but resumed its usual service in June 1900. Its last voyage on the Liverpool-New York route was on 17 September 1901, and soon after it was sold. It was then scrapped in 1902 at Preston."³⁵

The Passenger index entry clearly shows that there are limitless permutations on how a name is transcribed. The name became Plunimi, though the actual manifest could be read as Plummi. All this is made more interesting since the husband had been listed as Blommi and Blouumi. Also, Funa is probably Fiina with the I's not dotted! Also, Hango would have been the departure port from Finland and not the place of residence so this added to the challenge of finding this entry.



The actual passenger list information, two snippets of it are shown, states that they were heading to Eveleth Minnesota, their passage was paid by the husband, she had \$7 in their pocket and were going to join her husband, Johan Blom in Eveleth MN. It also lists a contract number, 9150.

So, we can now link the two brothers, Johan in 1900 and Matti in 1902 in Eveleth in Minnesota.

A piece of trivia:

³⁵ <http://www.luxurytravelclub.com/cunard/Wc6390f183c220.htm>, Cunard Line, accessed 18 September 2001

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"These two words can sometimes cause some confusion, but the answer is easy. **Emigration** is to "leave one country to settle in another". **Immigration** is to "come as a settler into another country. Therefore, you



"emigrate **from**", and "immigrate **to**".
(www.theshipslist.com)

So, where and what are Queenstown?

"Queenstown, an Irish port in County Cork, near Cork, was originally known as Cove until Queen Victoria paid a visit in about 1867. In her honour it was renamed Queenstown.

When that part of Ireland became independent in 1922, the name reverted to Cove but adopted the Gaelic spelling of Cobh, which is still pronounced Cove!"³⁶

The painting shows "A Boating Party in Cork harbour" (1840) by George Wheatley Atkinson (c. 1806 - 1884).³⁷ "Many of the people that "went from Cork" actually went from Cobh. Sailing out of Cobh/Cove, the Port of Cork, the large ships would anchor at sea and they would ferry the "topping off passengers" out to the ship. Ships also left from Limerick to Canada, taking people and bringing back lumber."³⁸

Further communication with Ylistaro³⁹, tells us a little more about the travels of Johan (referred to as Juho) and family ...

"Juho Blom moved to America March 16, 1900, his wife and their son Dec 17, 1900, and all the family came back to Ylistaro 1908. Juho moved again to USA June 17, 1909, his wife stayed in Ylistaro, and son Johan Eino moved later after year 1920. The last name of family Blom was changed about 1908 to the name Vainio - I don't know why."
[author's note: see discussion under Jakob, changed name from Blom to Aho. Apparently Vainio can be translated as field, somewhat similar to what Aho translates to!]

So, this confirms what's been found in 1900 & 1901 for their travel to America. Juho's travels in 1909 have been harder to

A **Contract**, was a document entered into, by the emigrant and the shipping line(or an Agent of the shipping line). The Contract may have simply been a ticket for passage from port A to port B. In other cases, the Contract may have included overland travel to the primary departure port, passage on a **Feeder ship** to an emigration port in Britain or another European country, transatlantic passage, and inward transportation to the final destination from the arrival port.
(www.theshipslist.com)

³⁶ www.theshipslist.com, accessed 18 September 2001

³⁷ <http://www.cobhharbourchamber.ie/history.html>, accessed 7 October 2001

³⁸ <http://www.rootsweb.com/~fianna/migrate/>, accessed 7 October 2001

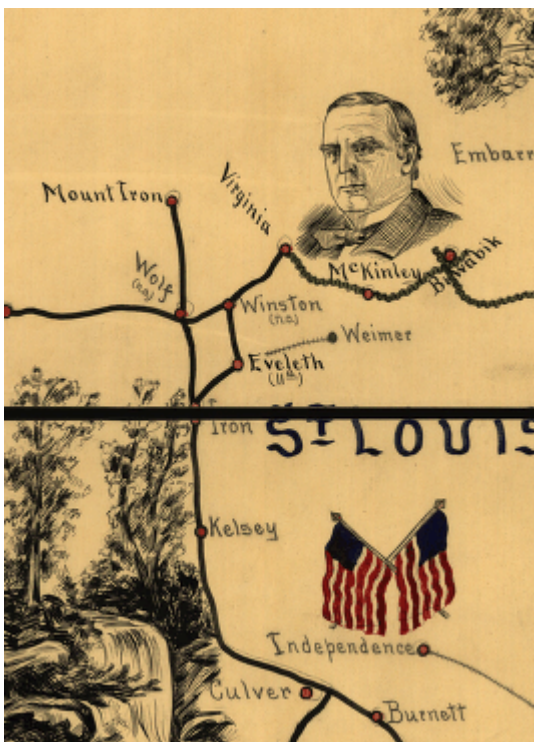
³⁹ e-mail received 5 October 2001, Ylistaron Seurakunta (ylistaron.seurakunta@evl.fi) - the church in Ylistaro, from Leena Toivio, Church Representative

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track. The Finnish passport records don't cover this time period. A search in the passenger records (www.migrationinstitute.fi) has a Johan Wainio departing from Hanko, heading to Quebec, departing Finland 14.07.1909. Now this seems a little late (it wasn't usually a month from leaving the parish to leaving the country) for our Johan but the last name of Wainio would be consistent with the name change mentioned in the above e-mail correspondence. One would also question heading to Quebec?!?!? Given the Finnish church records state America. More than likely, not our Johan or if it is, he took a circuitous route to his destination! On the other-hand, he has not been found to have come through Ellis Island.

For every answer, so many questions!

Using the clues from the referenced e-mail, the following passenger information (Institute of Migration) might be the son, Johan Eino Vainio. The particulars are:



Last name = Blummi/Wainio, First names = John, Age or age class = 1M, Port of Departure = Hanko, Place of destination = *, State of Destination = *, Country of Destination = *, Price of ticket = FIM 4300, Ship from Finland = Astraea, Date of Departure from Finland = 04.07.1923, Ship from England = Hellig Olav, Date of departure from England = 12.07.1923, Ocean Line = Skand. American, List and page = 119/9

Unfortunately, the author has not been able to clearly track Johan in Eveleth! Though, he might have arrived in Eveleth in time for the 1900 Census (taken 1 June). A search of the 1900 Census for Eveleth, reveals an entry that is probably him. At a boarding

house in Eveleth, we find⁴⁰:

Blom, John	Boarder	W M	Jan 1873	21	S	Finland	1900
7/12	Day Laborer						

⁴⁰ Accessed Feb 2002, Ancestry.com web-site, 1900 Census, Minnesota, Eveleth (part of Mesabe Mountain Township), ED #302, Sheet #22, Entry #257 (overwritten with 284) ... no street addresses given, a straight linear listing of individuals and families

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One can easily see how Blom became Bolm ... Johan became John, the birth date of Jan 1873 matches, arriving in 1900 matches and though it states worked 7/12 months, that is a physical impossibility since the census was taken in June!

Additionally, "Minnesota required the taking of a decennial census in years ending with 5, beginning in 1865 and ceasing in 1905. All are every name censuses, listing all people in the household... Data on the 1905 state census: name; age; sex; color; birthplace (state or country); street address; length of residence in state and enumeration district (years and months); occupation; months regularly employed in previous year; if previously enumerated in census if father and mother of foreign birth (state or country); soldier in Civil or Spanish War"⁴¹ Unfortunately, a search of the 1905 census did not reveal Johan or his brother Matt ... nobody from family Blom!⁴²

Based on the information from Ylistaro indicating that Johan returned to the US in 1909, though not found in the 1910 Eveleth Census(!!!) a search was undertaken in the 1920 Census⁴³. An entry was found in Fayal Township (a suburb of Eveleth) that is very consistent with what we know.

Miller Trunk Road

Bloom John Head 46 1909 AL Finland/Finnish Laborer Lumber Camp

122 (77)	Bloom John	Head	46	1909	AL	Finland/Finnish	Laborer	Lumber Camp
	Bloom John	Head	46	1909	AL	Finland	Laborer	Lumber Camp
	Salo John	Boarder				Finland		
	Rintala John	Boarder				Finland		
	Holman Herman	Boarder				Minnesota		
	Miller Charles	Boarder				Finland		
	Hatta John	Boarder				Finland		

The name, age, year of emigration and nationality are all consistent with the known info

Pictured on the previous page is a portion of an 1897 Galbraith's railway mail service maps, Minnesota⁴⁴ showing Eveleth.

One other bit of info has "come to light" and that is that there is a record of a John Bloom dying in Eveleth in 1926⁴⁵. The details found on the burial permit don't match perfectly and they are not a bad match either. The age is a little young, though being born in Finland would fit. The burial permit is reproduced and more research into determining if this is "our" John Blom is continuing!

⁴¹ http://www.parkbooks.com/html/res_sen.html, accessed 19 January 2002

⁴² received 1 Feb 2002, search results from Ironworld Discovery Center, Chisholm MN – searched reel 155, Eveleth and no listing found

⁴³ accessed Feb 2002, Ancestry.com web-site, 1920 Census, Minnesota, St. Louis County, Fayal Township (Eveleth), ED #156, Sheet #12B, Miller Trunk Road

⁴⁴ accessed 19 January 2002, **REPOSITORY:** Library of Congress Geography and Map Division Washington, D.C. 20540-4650 USA, **DIGITAL ID:** g4141prr002+20 urn:hdl:loc.gnd/g4141p.r002+20 <http://hdl.loc.gov/loc.gnd/g4141p.r002+20>

⁴⁵ Letter received Feb 11, 2002, Eveleth City Hall, enclosing the Burial Permit reproduced above and stating that "There is John Blom buried in Block 7, Lot 43, Grave 2 in the Eveleth Cemetery"

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[Authors note 3/10/02: further research casts doubt on this burial entry... a description of the auto accident and a short death notice in the Eveleth newspaper reference that he was survived by a wife and

STATE OF MINNESOTA
REGISTRAR'S

PLACE OF DEATH
County St. Louis No. 1036

Township _____
OR
Village _____
OR
City Eveleth

Permit for Burial or Removal

Date of Death Sept 30 1926

Full Name John Blom Age 47 yrs.
Sex Male Place of Birth Finland

Disease causing death Auto Fracture of skull

Medical attendant } W. Long Proposed date of burial or removal 10-2 1926

Place of burial Eveleth Cem. Min.

Place of removal _____ via _____

Undertaker J. Peterson Address Eveleth

A certificate of death having been filed in my office in accordance with the laws of Minnesota, I hereby authorize the _____ of the body of deceased person as stated above. In case of death from a dangerous communicable disease, the burial or removal must be conducted according to the rules of the State and local board of health.

J. Peterson
(Registrar of Deaths)

Dated 10-2-1926

*Write "Burial" or "Removal" as the case may be. Burial permits must be delivered by the Undertaker to the Sexton. Removal permits must be given to the Agent of Transportation Company, and attached by him to box containing body. Subregistrars will write "Sub" before the words "Registrar of Deaths" and "Licensed Embalmer No." below, always giving No. of License. Fine or imprisonment for receiving a body for burial without permit.

Received _____ 19____ Sexton _____

Name of Cemetery _____ Address _____

1230-424-24-2M

daughter ... we have nothing to substantiate that! The death index info (see box) provides no new information. Additionally, a physical visit⁴⁶ to the Eveleth cemetery in June 2002 found that no headstone exists for this person.

One other resource might be the 1918 Alien Registration Act (see Appendix K) where those born between 1873 & 1900 had to register in Feb 1918. So, if John was in Eveleth at this time, his birth date should have required him to register ... time will tell! Oh well, it appears that there is no John Blom listed

for Eveleth in the Alien Registration!⁴⁷

Referencing the newly found 1991 info on Blom from Ylistaro, this states that Johan, born 10.1.1873 Ylistaro, went to America. He married in 1899 Helviiki Serafia e Vallinyaa (born 16.12.1874 Ylistaro). They had 4 children:

- Matia Olavi, born 19.6.1900 Ylistaro
- Johan Eino, born 4.3.1902 America, possibly went to America c. 1909 ... this doesn't seem to make sense as he would have been a young child in 1909?
- Vaino Jakob, born 13.3.1904 America
- Iisakki Valdemar, born 3.7.1907 Ylistaro

This is interesting as it states that two children were born in America between 1902 and 1904! Unfortunately, according to a genealogist working at the St. Louis County Recorder's Office, it was not required by law till 1907 that birth's be recorded in Minnesota and she could not find any listing of Blom or Bloom in the years 1902 or 1904 for the county.⁴⁸

The Iron Range Research Death Index has the following ...

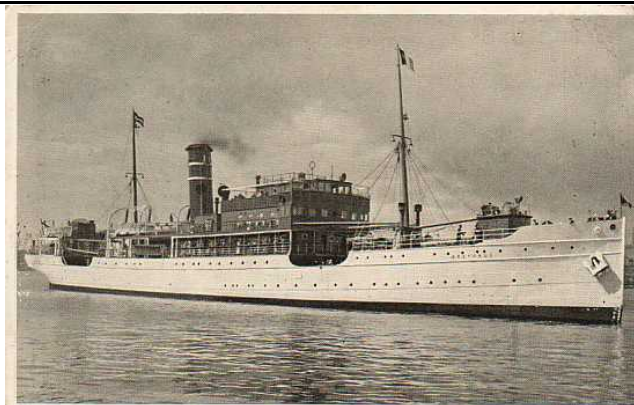
JOHN BLOM
204 Munroe, Eveleth, MN
M W Married (Lygle???? Blom)
dob: not known
pob: Finland
dod: 9/30/1926 (47 yrs)
Father: unknown, Finland
Mother: unknown, Finland
Cause of death: crushing injury to head and chest (automobile accident)
Burial: 10/2/1926, Eveleth Municipal Cemetery
(e-mail from Marya Donch, RAOGK, dated 5/22/02)

⁴⁶ Marya Donch, RAOGK, June 2002

⁴⁷ e-mail received 1 March 2002, Lynn Hitti, who performed research at Ironworld Research center

⁴⁸ e-mail received 7 June 2002, Joanne M. Sher, Genealogy Recorder, St. Louis County Recorder's Office.

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This is a ship sailed on by many of our Finnish Emigrants leaving Finland!

(Arcturus)⁴⁹

S/S ARCTURUS⁵⁰

Passenger steamer, one deck & spar deck

Passengers	I: 67	II: 72	III: -
Ice class	I A		
Tonnages	2,067 GRT	1,117 NRT	1,217 tdw
Length over all	88.95 m - 291' 0"		
Breadth	11.57 m - 37' 9 1/2"		
Draught	6.35 m - 20' 0"		
Engine	Triple steam engine 3 cy. by the shipbuilders.		
Horse powers	3,250 IHP		
Speed	13.5 knots		
14.1.1899	Completed by Gourlay Bros. & Co., Dundee, as S/S Arcturus for Finska Ångfartygs Aktiebolaget, Helsinki.		

Sailed on Finland - Copenhagen - Hull line.

The 1930 Census of Eveleth⁵¹ reveals an interesting entry ...

Bainio J Blummi ... on the surface you wonder how this is related to Johan, yet, Blummi is definitely another version of Blom, the last name purportedly became Wainio, so it's easy to see Bainio, and his forename is John ... it wouldn't be the first time that the author has seen a name in reverse order either! The reason this has some interest is that the death reported above has too many inconsistencies and at the

⁴⁹ http://personal.inet.fi/yhdistys/centralin/swe/emi_ostr.htm#arct, emigration from Ostrobothnia, accessed 31 July 2001

⁵⁰ Finland Steamship Company's Emigrant Ships, <http://www.genealogia.fi/emi/emi321ce.htm>, accessed 10 September 2001

⁵¹ accessed July 2002, www.ancestry.com, 1930 Census, Eveleth, St. Louis County, Minnesota, ED #91, Sheet #2, #201 Fayal Rd.

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time of Elizabeth (Blummi) Acey's death, many years later, the obituary states a surviving brother in Minnesota! Some of the particulars of this entry are consistent ... age = 57, born = Finland, arrived in 1909 (matches the 2nd time Johan is purported of having come over) and works at a lumber camp.

So, the mystery of Elizabeth's brothers continues!

BROTHER MATTS:

Matts (passport):

Birth date = 1879; Marital Status = 1 (unmarried); Religion = Lut.; Occupation = Loisen yka (dependent lodger's son); Home Parish = Ylistaro; Province = VAA; Passport Date = 16 April 1902; Passport Number = 1471; Passport valid (year:month) = 3:0; Destination = Amerikka; Passport issued

by = VAA
lauthor's note: put the word "Loinen" into a modern online Finnish-English Dictionary and it came up with "parasite", hmmm!

Trying to find a passenger record for the "younger" Matt and his emigration has proven more challenging. The only entries found were for a:
* Matti Blummi (a close enough approximation)
* 22 in 1902 (close enough age and the year matches the Finnish Church records "Third

brother Matti moved to America April 15, 1902 and we haven't heard about him after that⁵²)

* heading to Portland (it's this bit that is puzzling – thinking about it a bit, it's not farfetched that his could refer to the US port, as in Portland ME, and not the true final destination.)

So, the following entries are possibly that of Lisa's brother Matt.

Last Name = Blummi; First names = Matti, Age or age class = 22; Port of departure = Hanko; Place of Destination = Portland; State of Destination = OR/ME? (obviously not stated on transcription and a

⁵² e-mail received 5 October 2001, Ylistaron Seurakunta (ylistaron.seurakunta@evl.fi) – the church in Ylistaro, from Leena Toivio, Church Representative

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guess is being made!); Country of destination = USA; Price of ticket = USD 32; Ship from Finland = Artcurus; Date of Departure from Finland = 26 April 1902; Ship from England = *; Date of Departure from England = 99.99.9999; Ocean line = Dominion Line; Port of departure in England = *; List and page = 27/63

Or,

Same as above until—Date of Departure = 10 May 1902; Ship from England = *; Date of departure from England = 99.99.9999; Ocean Line = Dominion Line; Port of departure in England = *; List and page = 27/68

Several items match known info such as the age, arrival year and nationality. More ambiguous are the Country of which a citizen, yet Finland did not achieve independence till 1918 and was part of the Kingdom of Sweden at this time.



CENSUS

Some researching in the 1910 census, the author found the following entry. This may or may not apply to our Matt Blom – the Eveleth connection was again based on the studio listed on the photo of Matti and

PLACE OF DEATH
County St. Louis
Township _____
OR
Village _____
OR
City Eveleth

STATE OF MINNESOTA
REGISTRAR'S
No. 305

Permit for Burial or Removal

Date of Death Jan 8 1918
Full Name Matt Blom Age 48 yrs.
Sex Male Place of Birth Finland
Disease causing death Alc. accident
Medical attendant W. H. Gray Proposed date of burial or removal Jan 12 1918
Place of burial Eveleth
Place of removal _____ via _____
Undertaker W. H. Gray Address Eveleth
A certificate of death having been filed in my office in accordance with the laws of Minnesota, I hereby authorize the _____ of the body of said deceased person as stated above. In case of death from a dangerous communicable disease, the burial or removal must be conducted according to the rules of the State and local board of health.

Dated Jan 12 1918 _____
(Registrar of Deaths)
Official Title _____
Received _____ 191 _____ Sexton
Name of Cemetery _____ Address _____
112-3 17-25M—LOUIS, F. BOW CO., ST. PAUL

Johan!

1910 Census, Eveleth, St. Louis County, Minnesota

Sheet #13, Sup. District 8, Enumeration District 201, Ward of City = 2, 13 May 1910, 426 Monroe St (see Appendix I)

Matt, Blom; boarder; M; W; 25; S; Fin Finnish; 1902; Al; Finnish; Miner; Iron (?) Mine; W; No; O; Yes; Yes

Author's note: the age is a little young and otherwise, it's not inconsistent with our Matt Blom

Appendices E & F have some general information

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on Eveleth Minnesota and the surrounding area. We'll never know exactly the life of Matt/Matti Blom and we can imagine that he might have lived in a boarding house like the one in the photo above.⁵³

Some timely assistance from The Iron Range Historical Society has revealed some more information⁵⁴. "Matti Blom appears only once in the directory for Eveleth, in 1910-1911. He was a miner at the Spruce Mine (see Appendix J) in Eveleth and lived at 426 Monroe, also in Eveleth... I should also mention that there was a Matthias Bloom listed in the 1907 directory for Eveleth, who worked at the Drake & Stratton Mine..."

Recently, death record indexes for Minnesota have become available. It appears that a Matt Blom was killed in 1918⁵⁵. Is this our Matt Blom? Don't think we'll ever know for sure. One interesting aspect of this record is that this Matt died as a result of a railroad accident. Well, it ends up that that matches a piece of family lore! You will see

that this Matt Blom is about the correct age and was Finnish. The only questionable part of the entry is the statement of being in the district for 5 years ... our Matt Blom would have been there for 16 years in 1918 unless there was some travel back and forth to Finland. Also, listed as working in the lumber industry vs. mining (yet who knows what changes would have occurred in the course of 8 years)!?!? It appears that this Matt Blom was buried in Eveleth Cemetery. He was buried on January 12, 1918 in Block 7, Lot 17, Grave 1⁵⁶.

Unfortunately, as with the John



⁵³ Photograph Collection Location No. HD3.51 p28 Negative No. 15817 Title: Boarding house residents near Troy Mine outside Eveleth. Date: 1905 Subject: Industry. Mining. Miners. Families and Living Conditions. Subject: Boarding-houses. - Minnesota Historical Society web-site, <http://www.mhhs.org/index.html>, accessed 29 July 2001

⁵⁴ E-mail received Feb 18, 2002 from JK Bergan, Iron Range Historical Society

⁵⁵ obtained 8/2001 from Minnesota Historical Society

⁵⁶ Letter dated 6 August 2001 from Eveleth City Offices

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Blom buried in Eveleth cemetery, there is no tombstone for Matt.

The Iron Range Research Center Death Index has the following:

MATT BLOM
Aurora, MN??
M W Single
Occupation: teamster, lumbering
dob: 1878
pob: Finland
dod: 1/8/1918
Father: ?
Mother: ?
Informant: P. J. Ryan
Cause of death: RR accident on Saari Logging Road multiple injuries
Burial: 1/9/1918, Eveleth

(e-mail from Marya Donch, RAOGK, dated 5/22/02)

Further research has identified the approximate location of this Matt Blom's death in that most likely the Saari logging road fed this station: "**Saari** A station in St. Louis County. (Saari = island. Saari is a Finnish surname.) A station of the Duluth, Winnipeg and Pacific Railway, also listed as Saari Bros. Spur, Saari Spur, and Sarri."⁵⁷

We now have a copy of the newspaper write-up (pictured to the left)⁵⁸ and this states an age of 38 (would have said 39 and

who will quibble over a year), that he had been in Eveleth since 1902 (definitely a good match) and that he had a brother John (consistent with the Finnish church records stating that John returned in 1909). This makes it more and more likely that it's our Matt Blom. In it's entirety it reads "Falling under a logging train at the Saari headquarters near Palo, Matt Bloom, born 38 years ago in Finland, was ground to bits, the mangled remains brought to the Help-Shea undertaking parlors today. He came to Eveleth in 1902. John Bloom, a brother, lives here, while other relatives reside in Europe. Rev. N. Kuusisto will conduct the funeral rites."

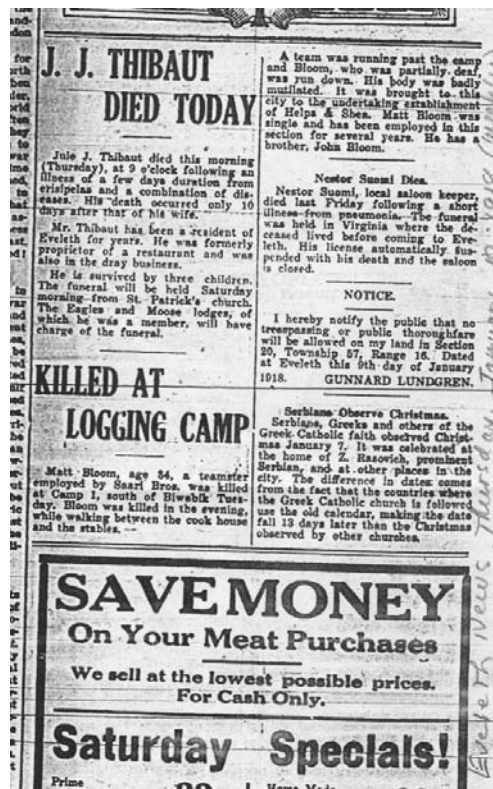
This article appeared in "The Virginian". It also appears that an article appeared in "The Eveleth News"⁵⁹.

It states:

"Killed at Logging Camp

Matt Bloom, age 34, a teamster employed by Saari Bros. was killed at Camp 1, south of Biwabik Tuesday. Bloom was killed in the evening, while walking between the cook house and the stables.

A team was running past the camp and Bloom, who was partially deaf, was run down. His body was badly mutilated. It was brought to the city to the undertaking establishment of Helys & Shea. Matt



⁵⁷ <http://www.genealogia.fi/place/placemne.htm>, accessed 18 September 2001

⁵⁸ e-mail received 10/27/2001 from Lynn Hiti [lynh@virginiann.com]

⁵⁹ Eveleth News, Thursday, January 10, 1918 – a weekly paper, article courtesy of Ms. Betty Barker, Betty Barker [BETTYB2@prodigy.net] in a letter received 30 October 2001.

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Bloom was single and has been employed in this section for several years. He has a brother, John Bloom."

As you can see, these two articles vary quite a bit in what they say and they are consistent in certain key details!!!

It was not unusual for emigrants to use a local church and its activities as a focal point for their community. In Eveleth, there was a challenge figuring out which denomination the Finns may have been associated with. Typically, Finnish emigrants followed the Lutheran church as this is the church to whom the majority of Finns belong to back home. Interestingly, in Eveleth, the Episcopal Church makes mention of the Scandinavian and other European emigrants as part of its history. Letters were sent to both churches to see if they had any record of the Blom brothers. A reply from St. John's Episcopal Church indicates that there was no mention of the Blom family (or variants) in the church records dating back to 1900.

Also, ..."Just a quick note to let you know that my aunt was also unsuccessful in locating markers for John or Matti Blom. She checked with the Eveleth city hall, too, and they had no record of any markers. They said that many people up on the range were too poor to afford gravestones, and that there are many unmarked graves in that cemetery."⁶⁰

All along, one definitive link we had of Matti Blom to Eveleth was the picture taken (Page 1) at AM Turnquist. A volunteer researcher for the Eveleth Heritage Society has shared some information on his Photographic career⁶¹:

"Axel M Turnquist Studios:

- 1899 a studio in Eveleth on Kimberly Ave [now on one edge of town, but then almost in downtown] and a studio on Wyoming Ave, Virginia, MN*
- 1910 a photo shop at 416 Monroe Street, Eveleth and a photo shop at 118 Mesaba Ave, Virginia, MN*
- 1917 a photo shop at 415 Pierce Street, Eveleth [where the Thomas Leonard Photo Studio is today] and a photo shop in the Turnquist Block (corner of 2nd Ave and 1st Street South, Virginia).*

⁶⁰ E-mail received 11 July 2002, Marya Donch, RAOGK

⁶¹ E-mail received 13 August 2002, from Chuck Morello, 2002 Chair, Eveleth Heritage Committee sharing information researched by: Hubert Johnson

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There is no information as to what happened to the records of the Turnquist Studios. Axel Tunquist died July 22, 1924

For historical reference, street names in Virginia were changed from names to numbers in the 1920s."

[Author's note: it would appear that the studio c. 1910, would have been just down Monroe St. from where Matti lived ... with it's convenience, this may be where the picture on page 1 was taken]

Appendix A

Emigrating from Finland to the US through Göteborg Sweden

Sillgatan: The Emigrant Path through Göteborg ⁶²

The "street life" of history is often the most fascinating and revealing. In this article, historian **Ulf Beijbom** examines the beginning of the mass emigration that flowed through Göteborg, from the development of the Wilson Line to Sillgatan, the street that led emigrants to "America Pier" and off to America.



The Wilson Line and the beginning of Göteborg as an emigration center

Ever since Gustav II Adolf founded Göteborg in 1621, the Dutch-like city has served as the country's gateway to the west, especially to America. It was from the shore beneath Stigberget that the two ships Calmare Nyckel and Fogel Grip sailed off in the fall of 1637 to New Sweden; during those seventeen years of colonial activity on the Delaware River, the fragile umbilical cord stretched back to Göteborg. The blockades of the continent during the

Napoleonic Wars bolstered foreign trade across the North Sea and trade with the republic in the west began. Fortunately for the iron works in Värmland and elsewhere in Sweden, the full use of the United States' own fantastic natural resources had only just begun, which gave Swedish ingot iron, already famed for its quality, a good start. Due to the weight of iron, the sailing ships could not be fully loaded, which left room for lighter export goods such as wood planking, tar, general goods - and emigrants.

The development of Göteborg as an emigrant center actually began in 1840 when ship owner Thomas Wilson of Hull, England, began sailing the North Sea with steamships. There was great profit awaiting those who, in addition to passengers, could ship Swedish cattle and oats to a British market that craved such goods. At the same time, Wilson attempted to capitalize on the mail traffic to and from Göteborg, and to the city of Christiania (Oslo), Norway. Once his son John West Wilson had established himself in Göteborg, business quickly grew and, in 1850, the Wilson Line gained a permanent contract for mail forwarding with both Swedish and Norwegian authorities who, in turn, guaranteed him certain free harbor rights.

At this time, most of the emigrant traffic from northern Europe was funneled through Liverpool, Hamburg, Bremen, and several other ports, to which passengers would be carried indirectly from smaller port cities. John West Wilson realized that his line could become the freight link between Sweden and Liverpool and, thus, he began increasing passenger traffic by selling tickets that included train travel from Hull to Liverpool and then by ship across the Atlantic. To accomplish this, he signed agreements with approximately one dozen British passenger lines in Liverpool. Wilson's "green ships," which once a week dominated the view of the Göta River in Göteborg, thereby became known as "America boats." Two steamships were started in partnered traffic so that boats sailed from Göteborg and Hull at the same time. In England, the ships were dubbed "Wilson's parrots" because their names all ended in "o," as in Rollo, Hero, Airosto, and Romeo. Ships as large as Wilson's parrots were forced to anchor out from the "America Pier," from which emigrants and freight were ferried by barge or launch. It was not until the 1880s that the Göta River was dredged to accommodate larger ships.

As early as 1852, a group of 250 Swedes sailed on Wilson's mail boats, which from 1866 on, according to John West Wilson's own self-serving calculations, dominated emigrant traffic from Göteborg. From 1872 to 1880, nearly all Swedish emigrants traveled to Hull, and it is estimated that approximately eighty percent

⁶² <http://home.swipnet.se/goteborgs-emigranten/sider/beijbom.htm>, accessed 17 September 2001

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of all Swedish emigrants who came through Göteborg during the decade of the 1880s embarked on the "green ships."

According to advertisements in the 1870s, the Wilson Line ships departed "every Friday evening following the arrival of the express train from Stockholm." During the 1880s, the departures were changed to 1:00 p.m. The usual duration of the trip was two days, so passengers arrived at Hull on Sunday afternoon. During the intensive emigration of the 1880s, when some 325,000 emigrants departed, extra trips were required to handle the large number of passengers; some weeks during the spring saw as many as four large ships sailing from the Custom House pier. In May, 1881, nearly 9,000 emigrants sailed on fourteen boats from Göteborg, 2,650 of those on May 6 and 7. On April 14 of the following year, Rollo steamed out with 1,000 passengers, Orlando with 853, and a competitor, Marsden, with 934 on board - 2,783 emigrants in one day!

Such figures bear witness to the mass exodus that passed down Sillgatan during the heavy emigration months of springtime. Not surprisingly, Wilson's little fleet had to be continually expanded! Consequently, in April, 1881, the newly-built Romeo went into service with room for 1,000 third-class passengers who were offered "previously unknown" comforts. Romeo was apparently twice the size of Hero, which in 1866 could carry 550 passengers and was fitted with movable cattle stalls on the underdeck. The huge export of cattle plagued the emigrants for years with the foul smell, which old Swedish-Americans used to associate with the North Sea boats.

Conditions at sea

Despite the expansion of his fleet with larger ships, Wilson's "old tubs" retained the reputation of rolling heavily in the gales the North Sea. In fact, for many emigrants, the forty hours between Göteborg and Hull were much more laborious than the Liverpool to New York trip which took five times longer. There are many less-than-flattering accounts of conditions on board. In his journal notes from 1888, for example, first-class passenger P.G.H. Starck gives a picture that is unpleasant, to say the least. As he looked down onto the emigrant deck, Starck thought that the people were treated "no worse than, but the same as, cattle. In the forward hold, bunks were mounted along the sides of the ship, and on these the poor people had their sleeping places, one right beside another, men, women and children pellmell upon one another, and when seasickness came, there was a stink and a filth which is indescribable. And near the hatch which led up to the top deck which should be supplying them with fresh air there were cattle tethered in stalls."

There was apparently less reason to complain about the food. Barley soup with meat and potatoes was considered by passengers of the 1890s as generous and good-tasting fare, even if the actual serving of meals was more akin to the feeding of a herd of animals; however, prior to 1869, dining rooms did not exist on board ship, and passengers were responsible for providing their own food.

Criticism of the Wilson Line's ships intensified after the turn of the century, and it appeared that this epoch of passenger traffic was coming to an end. In fall, 1914, emigration was cut off by World War I and, the following year, the Swedish America Line came into being.

Sillgatan

In the second half of the nineteenth century, the Nordstaden (North Side) section of Göteborg was characterized by the ever-increasing emigrant flow, especially Sillgatan (Herring Street) which ran between Central Station, the terminus of the western mainline of the railroad, completed in 1862, and Custom House Square with its "America Pier." This was also a good central location for those arriving by boat on the inner city canals. This street, with its flavor of Göteborg's earliest years, was first called Herringgatan, a name given by the town's many Dutch and Germans with allusions to the active herring fishing of the time. For those who wished to do business with emigrants, and especially the emigrant agents, it was absolutely necessary to have an office on or near Sillgatan.

The emigrant agents of Sillgatan

Among the first emigrant agents was Carl Swalander who, in 1852, began advertising in the newspapers, and the following year published one of the first emigrant guidebooks. In 1864, Frederick Nelson, a Swedish-American born in Värmland, began working as the representative of the American Emigrant

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Company. Because Nelson had at his disposal a large network of agents in the United States, he could offer the emigrants something that few competitors were capable of, namely assistance after their arrival in America. By 1868, Nelson was working for the Inman Line, and he claimed that he handled seventy-five percent of the entire Swedish emigration during that year.

Charles A. Berglund, another Swedish-American on Sillgatan, represented the Industrial Aid Society, an agency which specialized in recruiting servants to Boston. In his advertisements Berglund offered "especially advantageous positions for women with good pay." One ad campaign in the Göteborg Business & Maritime News resulted in 102 emigrants, sixty-one of them women, sailing May 19, 1871, to Boston. During one year, Berglund crossed the Atlantic eighteen times, leading his recruits to America.

Regulating the emigration network

At the time that new, stricter emigration regulations were implemented in 1869, there were ten general agents in Göteborg, and that number grew to thirteen by 1880. Seventeen of the largest transoceanic emigrant companies were represented on or near Sillgatan. Inman, Cunard, White Star Line, American, Dominion, and Guion backed these general agents who paid deposits of 60,000 crowns to the Board of Commerce for a one-year permit as "emigrant forwarders" in Göteborg. The general agents had a large number of strategically placed local agents at their disposal who, in turn, often had their own sub-agents, resulting in up to 2,000 agents spread out in a finely meshed information network across most of the country. In Småland it was said that those who wished to emigrate need not walk more than twenty minutes to find an agent. With a small cash down-payment an individual could arrange, in his or her hometown, to emigrate via Göteborg.

The local agents, who often were well-respected men in their communities, had all the brochures and timetables that the general agents produced and distributed. They were also often backed by extensive advertising in the newspapers. Agents' operations were constantly watched by both the authorities and competitors; the slightest misstep could be reported, thereby costing the general agent thousands of crowns in fines. In 1883, authorities forbade the use of any emigrant propaganda produced outside of Sweden, a further incentive for agents to abide by the laws. Such alert oversight led to a continual self-policing of the emigrant business which meant that emigrants could, as a rule, trust the agents.

The emigrant regulations of 1869 appeared to leave few duties to the general agents in Göteborg other than to fill out, in duplicate, the exit contracts and emigrant registers and, at the stipulated time, submit them to the police who would check off names as the emigrants boarded ship. In reality, however, the general agent and his assistants had a long list of other, usually high-revenue producing, activities. For example, to engender trust the agent would see to it that emigrants were met at the train by a uniformed representative of the line. Once the groups were gathered together, they were marched in single file to various emigrant lodgings. For those particularly in danger of getting lost, the agents would get a long rope and tell the innocents to hold on as long as the rope moved. Due to rumors that the ticket price would be lower if one dealt with the general agent in person, many emigrants arrived to Göteborg without their prepayment receipt. Often there would be a tug-of-war in front of the Central Station for these "unpropertied" emigrants, and it was not uncommon for agents to get into fistfights over them. Occasionally a representative would resolutely take an emigrant by the collar and drag him or her away to "the right" flock!

Sillgatan's accommodations

The emigrants were advised by letter to arrive in good time, and at the latest by Wednesday. Because the travelers to America were to pay for their own lodgings in Göteborg there was always a great risk that they would be cheated by some sharp rooming-house proprietor. A great part of Nordstaden's apartment owners earned good money from this continual need for accommodations, and they were not always too careful how many were housed in one room. According to emigrant Selma Helena Petterson the name "Sillgatan" alluded to the fact that emigrants had to sleep packed in like herring. An article in the Göteborg Business & Marine News of April 22, 1868, stated that "in the eight rooms in the house at Sillgatan 44, most of which were very small, were quartered 103 persons." Such was the background for the police regulations of 1869 concerning how many persons could be accommodated per room. Notice as to room limits had to be posted, and those who broke the rules could be fined five riksdaler.

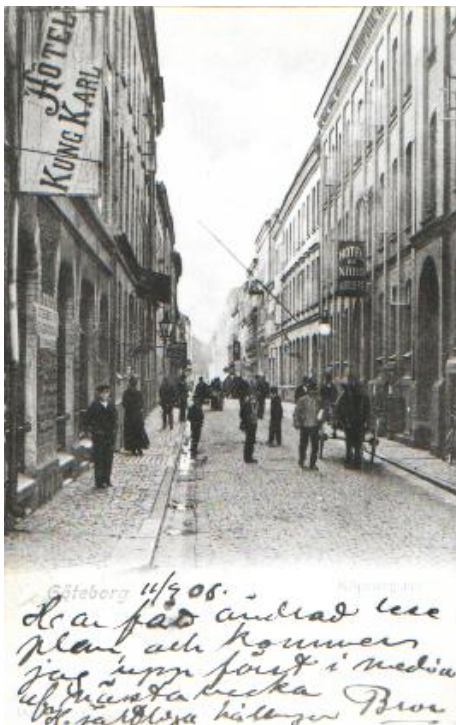
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Naturally, the general agents wanted as much of the revenue from lodging rentals as possible, and when this could be wrapped in the mantel of concern for the emigrants, several of the went together to provide accommodations, the status of which was raised by calling it a "hotel." According to David Lyon, emigrants who boarded with him were "protected" from persons reaming about, who otherwise might take advantage of them by offering them inferior goods" Accommodations cost twenty-five öre, "including bed with sheets and blankets, coffee and rusks in the morning." Agents also concerned themselves with the emigrants' leisure time. At one emigrant hotel, for example, an "American language school" was arranged, and one could also study models of the ships that awaited in Liverpool to cross the Atlantic with Swedes on board.

Until 1885, it was important for emigrants to buy a straw mattress so that aboard ship they did not have to sleep directly on the boards of their bunk. The story goes that there were large striped mattresses hanging outside the shops on Sillgatan, and that every other shop on the street stuffed mattresses with straw and seaweed. Even though the Wilson Line provided emigrant passengers with food after 1869, they were advised to bring with them "the requisite tin cup, knife, fork and spoon." Eating utensils, mattresses and pillows meant steady incomes for Sillgatan's merchants. During the famine years, these travel prerequisites cost nine to ten riksdaler.

In the notices from agents, travelers were advised to obtain "strong, good locks and metal-banded trunks." The emigrant trunk could not be made too large; it was better to have two smaller, easily handled trunks. Over and above the large baggage, which after clearing inspection at the "America pier" was not seen again until arrival in New York, the emigrant took along hand baggage with the necessities for the journey. Though after 1869 it was not necessary for passengers to pack food. Lunch boxes were so common that agents felt compelled to point out that bringing food did not entitle a passenger to a rebate on the ticket price.

One of the best sources of income for the agents was money exchange. For example, they sold exchange checks to the many who wished to avoid the risk of carrying around cash. Another way to protect oneself from thieves was to buy the "amerikanska penningbälten" (the American Money Belt), which was sold by agents. The advertising for one such belt read that "because this belt also serves as a girdle for the midriff, and so warms the stomach, the use of this belt counteracts seasickness and colds."



Once emigrants had settled into their temporary accommodations and finished their business at the agent's office, there was an urgency to go out into town which for most of them meant Sillgatan and nearby streets. The shops sold all sorts of goods which were deemed necessary for the trip and for the first few weeks in America. It meant also that the merchants could satisfy those who wanted to "take off the farmers' clothes" and buy clothing suitable for the city. Women took off their headscarves and bought straw hats and tried on corsets for the first time. Besides stylish American suits and shoes suitable for the Atlantic crossing, the men bought tools and other useful articles which, according to the salespeople, were extremely expensive in America. Emigrant guidebooks and other books about the great land in the west also beckoned in the shop windows.

Socializing on Sillgatan

Out on their own, the men were often drawn to one of the many saloons and beer cafes, where the careless might find their travel funds decimated. Musicians, barkers, and folk singers kept the crowd in a generous mood. One could have a fortune told by a gypsy or buy candy for the children from a farmer woman at the open-air market. Here and there one could see a magician or an acrobat. Amid all the din were strains of revival songs. Often there were people who went by twos among the

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crowd inviting all to come to the emigrant mission at Sillgatan 47.

On Sillgatan one could hear dialects from all corners of Sweden, here and there floated American English, and the men in top hats moleskin vests, and beige spats were surely Swedish-Americans! Adults and children, men and women, crowded wide-eyed on this street which gave the appearance of Sodom and Gomorrah according to one account: "What a party! What a gay mood! What merriment there was on the street at the beginning of the century! When the boats arrived or departed the whole street was decorated with flags and banners.

When the shops in the center of town closed at seven o'clock, 'society' was drown here! Everything was open here, accordion music in the cafes, girls from all over Europe's underworld, con men, watch peddlers, emigrants and railway laborers filled the streets and shops."

Entirely different thoughts filled the head of Axel Danielsson, propogandist for the Social Democrats, one November night in 1890 when he went to Sillgatan 2 to speak at the Alliance of Workers: "Here goes the mainstream of the emigrating Swedish population. Here they dream for the last time on Swedish soil about that golden America. Here they sleep for the last night on worn-out sheets of the fatherland and hear for the last time their beloved mother tongue spoken by snotty waitresses."

Without a doubt, this little street of some two-thirds of a mile that ran between shabby buildings with glittering shop windows and colorful signs and banners was Sweden's most remarkable city milieu. Not even in the wee small hours was it calm, and it become a carnival atmosphere whenever one of the Wilson Line steamers arrived or departed from the "America Pier". An old shop clerk put it this way: "When the signal came that an America boat had landed, our work hours in the shop were extended from midnight to the whole night long. Sometimes we were awakened at three or four in the morning and we worked like slaves." All of Göteborg knew that on Sillgatan an emigrant could be robbed, meet prostitutes, gamble away travel money, or drink to a stupor; yet most of the emigrants slept safely and securely at the emigrant hotels, and the vast majority were careful and mindful of the dangers. For most, Sillgatan was the test which determined if he or she would continue on to America. Petter Jönsson, the main character in Swedish-American poet Magnus Elmlad's popular song, had real-life counterparts who turned back no further into their journey than Göteborg! The little street's bad reputation became, in the long run, a liability for the merchants and property owners who wanted to develop the area. This feeling was behind the decision in 1895 to rename the street Postgatan (Mail Street), a name change which many regret now that there are efforts to bring Göteborg's emigrant history to life, perhaps establishing an emigrant museum in the Customs House next to the old "America Pier."



Appendix B

Wilson Steamers Rollo and Orlando

This information is extracted from the *Illustrated London News* of April 2, 1870.

Steamers For Sweden and Norway

The **Orlando** and **Rollo** are two fine new screw-steamers built to the order of Messrs. Thomas Wilson, Sons, and Co., steamship owners, of Hull, expressly for the passenger trade between Hull and Gothenburg. They will make the sea passage in forty hours, which will furnish the shortest and most direct communication with Sweden and Norway. Both these steamers are of the following dimensions: length, 260 ft.; breadth, 32 ft.; and depth, 19 ft; tonnage, by register, 1500 tons. Each vessel has five water-tight bulkheads and a long deck-house, covering the engines and boilers. The saloon and sleeping-berths are well arranged for the comfort of the passengers in the centre of the vessel, so as to avoid the motion of the seas as much as possible. The sleeping-berths are large and comfortable, and mostly for only two passengers in one state-room; but there are also family cabins and ladies' cabins, with every comfort and convenience. These cabins, being all on the upper deck, will have excellent ventilation. The accommodation is forty-two first-class passengers and thirty second-class passengers. The engines are compound, with all the modern improvements, surface condensing, and will work up to 1200-horse power. The vessels and engines were built by Messrs. C. and W. Earle, of Hull, who are building also two other vessels for Messrs. Wilson, suitable for the Suez Canal. These new vessels will increase Messrs. Wilson's fine fleet of steamers to twenty-nine, most of which are nearly new, with engines and boilers of an improved class. Two others are building much larger than the **Orlando** and the **Rollo**. In the trial trip of the **Orlando**, with a company of ladies and gentlemen invited by the owners, down the Humber and outside Spurn Head, the vessel attained a speed of twelve knots and a half an hour. The ease and grace of her movements, the comfort and elegance of her passenger accommodation, and the performance of her steam-engines, were much admired. Messrs. Wier and Co.'s atmospheric telegraph is fitted for steering and for steaming. By this apparatus the captain, while standing on the bridge, without uttering a word, or any action but the movement of a handle, is able to give orders to the man at the wheel or the engineer. By his message repeating itself before him he has instant assurance that his orders have reached their proper destination. This system works admirably, and is capable of useful extension to the lighting and signaling of ships. During the trip the party on board sat down to a bountiful and well-served luncheon. Mr. T.W. Palmer, who proposed success to the **Orlando** and the owners, said he had visited the Clyde, the Tyne, and the Tees, and had seen many of the finest vessels built on those rivers, but he had never seen a finer or better-fitted ship than the **Orlando**. He complimented the Messrs. Earle on having produced so fine a ship, and the Messrs. Wilson on this important addition to their fine fleet of ships, which he believed was the largest privately owned fleet of steam-ships in the world." (www.theshipslist.com, accessed 20 September 2001)

Additionally, the following information which applies to the exact period we are looking at was found.

"Here is what the 1887-88 *Lloyd's Register of Shipping* lists for the ship. ORLANDO. Call sign : JPVG. Official registration # : 60199. Master : Captain F. Dossor. Rigging : iron single screw steam Schooner; 2 decks; 2 bulkheads and 3 partial bulkheads. Tonnage : 1,581 tons gross, 1,197 under deck and 1,031 net. Dimensions : 274 feet long, 32.2 foot beam and 19 feet deep ; Forecastle 29 feet long; ship lengthened in 1878; major repairs in 1873. Built : in 1869 by C. & W. Earle in Hull. Propulsion : compound engine with 2 cylinders of 38 & 76 inches diameter

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respectively; 300 horsepower; new boilers in 1878; engine built by the same company as the hull. Owners : T. Wilson, Sons & Co. Port of registry : Hull. - [Posted to The ShipsList by Gilbert Provost - 22 October 1998]"

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Appendix C

The Principal Officer, London, to the Board of Trade.

Board of Trade Surveyor's Office
St Katherine Dock House
Tower Hill, London, E., 30 May 1882

Sir,

I have to report, for the information of the Board, that in accordance with instructions I proceeded to Gothenburg on the 4th instant for the purpose of making a further report on Scandinavian emigration, and in continuation of your report of the 28th September last, which more especially related to the Christiania branch of the trade.

On arrival at Gothenburg I found the emigration season at its height, upwards of 2,000 emigrants leaving that port weekly; and as it was impossible for any single vessel of the "Wilson" line to carry this large number, two extra steamers were got read to assist the "Romeo," one of the vessels regularly employed in this trade.

The "Romeo" is a screw steamer of 1,840 tons gross, and 1,210 tons net register. She was built in 1881, and is fitted for carrying third class passengers in three compartments; two of these are aft, the other forward. The after Compartment, which for the sake of distinction I will call Compartment No. 1, forms a portion of a long poop, and is between the second class accommodation and the engine-room. It is fitted with open berths in two tiers which are almost identical with arrangements of this description in the Atlantic trade, the berthing space of each individual being separated by a moveable board eight inches high.

Compartment No. 2 is under No. 1 Compartment, but is not so long, and is fitted with berths on the shelf principle, as described in my report of the 28th September last.

Compartment No. 3 is a large 'tween deck, forward, fitted in the same way as No. 1.

Each of these Compartments have wooden decks, and are well lighted and ventilated. They are entered by ladders coming down the hatchways abreast of each other at an easy angle, lined at the backs, and fitted with hand-rails, the entrances being protected by substantial booby hatches.

Compartment No. 2 is set aside for the accommodation of single women, and was fully occupied by them. The water-closet arrangements of this vessel for Compartments Nos. 1 and 2 are at the after end of Compartment No. 1, males and females being on opposite sides of the deck. There is a constant supply of water flowing through them, they are fairly ventilated and lighted, and being under deck are fully protected from the weather. Forward the water-closets are under the topgallant forecastle, and are in every respect the same as those aft, but of course not so well protected from the weather.

I went round the decks of this vessel before the emigrants came on board and at various intervals afterwards. The decks were sprinkled with disinfectants, and sawdust freely used; they were swept up after meals, and were fairly dry, notwithstanding the weather was extremely wet both before and at the time of embarkation, and the passage to Hull an unusually wet and stormy one for the season of the year.

I noticed that these Swedish emigrants had much more bedding with them than the Norwegians I saw last year, and there was not any huddling together in sleeping places, such as I commented on in my previous report; indeed I was informed that the supply of ship-bedding and tins for the use of emigrants is becoming quite an important industry at Gothenburg.

The food supplied to the emigrants was in my opinion good in quality and quantity, and excellently cooked. The cooking arrangements of this vessel were exceptionally good, and admitted of the food being issued in a cleanly and palatable state. I repeatedly tasted it, and feel sure it must be superior to anything the emigrants could afford to have in their own homes. I was particularly impressed with the excellence of the soup, and the free use of butter on the bread.

There were, however, two other vessels at Gothenburg, the "Marsden" and the "Albano," both of which were employed on this occasion in carrying emigrants to Hull, and without entering into a detailed account of each of these vessels, which would be wearisome, I may say that I found an instance of an iron deck unsheathed, or simply covered with loose boards for the voyage, an arrangement I do not consider satisfactory.

The ladders for both of these vessels were without linings at the back, and in the case of the "Marsden," were pitched athwartships at so steep an angle as to be but 10 degrees or 12 degrees out of the perpendicular. This I consider particularly objectionable on board ship as it requires but very little rolling of

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the vessel to make them absolutely so when at sea. There was also no water in the closet arrangements of either of these vessels. It is, however, but fair to add that I was informed they were extra boats put on during the busy season only, and by no means regularly employed in the emigrant trade with Scandinavia, and that on my pointing out these details the ladders were at once lined, and arrangements made for rectifying other points, and a general desire expressed to do whatever would conduce to the decency and comfort of the emigrants.

These remarks will show how essentially necessary it is to pay constant attention to details; and such things as urinals for men fitted in closets marked for women, and instance of which I noticed at Hull, should not escape observation.

There is an agitation I understand going on at present in Sweden to provide life-saving arrangements for every person on board ship. The "Romeo" was in consequence hung round with life-buoys of the usual circular shape, and I was informed many more were to be provided.

In other respects the arrangements at Gothenburg were much the same as at Christiania, with the exception that the police appeared to be more active in their supervision, and in addition to a considerable number on duty at the gangways, I was informed, there were several detectives in plain clothes present.

Passenger traffic by water being in Sweden under police control, I called on the chief of the police whilst at Gothenburg, and was informed by him that the Swedish law was not considered to apply to the carriage of emigrants by the Wilson line to Hull, the trade not being provided for by the Oversea Passengers Act; on the one hand, whilst the requirements of the law regulating coast navigation is considered insufficient, on the other, under these circumstances, the numbers allowed by the Board of Trade passenger certificate is taken as the limit of the number each vessel is capable of accommodating.

I travelled from Gothenburg to Hull in the S.S "Romeo," and on the question of overcrowding I thought the vessel was rather crowded, but no more so than the rules of the Board of Trade admitted.

The Board's printed instructions as to the survey of passenger accommodation, paragraph 7, states that for third class passengers in foreign-going ships, -

"The net area of the deck (that is after deducting all hatches and encumbrances) multiplied by the height between decks, and the product divided by 72, gives the number to be allowed."

But taking the special circumstances of this trade into consideration, the Board have allowed the superficial area of the coverings of the hatchways in the 'tween decks of this line of steamers to be measured under certain conditions, which the owners distinctly agree to in their letter of the 29th of January 1880, one of these conditions being:

"That the hatches be properly caulked so as to cut off all communication with the lower holds."

This condition does not appear to be always observed, for in at least one instance, namely, on board the "Marsden," I noticed that one of the 'tween deck hatches did not ship properly, and on a carpenter being sent for to ease it, a hold full of coal was seen which the vessel was carrying about as ballast. In this case the hatches were certainly not caulked, and in reply to enquiries I was informed that the coal was not ventilated.

In this line of steamers the Board has already one check on excessive numbers due to cubic capacity by not allowing anything over eight feet to be measured as height between decks, but I submit that, in consequence of the measurement of the superficial area of the coverings of the hatchways in the 'tween decks, a further check is advisable, especially on the lower passenger deck, where, as the case now stands, a greater number of passengers are carried than on the deck above, an arrangement opposed to the requirements of our own Passengers Acts, and also, I believe, almost all foreign governments. I would therefore submit that on a lower passenger deck 100 cubic feet of space should be provided, instead of 72 cubic feet now required, but subject to the existing limit of eight feet in height between the decks.'

As the terms on which the Board allowed the superficial area of the coverings of the hatchways to be measured are not strictly observed, I venture to submit that this may be a good opportunity for re-adjusting the whole question.

This report would be incomplete if I failed to mention that whilst at Hull I had an opportunity of visiting the "Angelo," the vessel in which I returned from Christiania last September. I find the owners have adopted all the suggestions made in my Report to the Board, and in addition have tried Dewar's patent berths. I was surprised to find how much the appearance of the accommodation had been improved, and certainly think the comfort of emigrants travelling by this vessel has been materially increased,

If the owners would treat their other vessels in a similar manner it would leave but little room for complaints.

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I have, &c
(signed) Charles P Wilson,
Principal Officer
The Assistant Secretary,
Marine Department, Board of Trade

MERCHANT SHIPPING (SCANDINAVIAN EMIGRANTS)

RETURN to an Order of the Honourable The House of Commons dated 14 July 1882;- for, COPY "of REPORTS received by the Board of Trade and the Local Government Board relating to the Transit of SCANDINAVIAN EMIGRANTS through the Port of Hull, and to the arrangements for Feeding and Lodging them while there". ⁶³

⁶³ <http://www.museumsnett.no/mka/ssa/w-index.htm>, accessed 26 September 2001

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Appendix D

No 13033

Agent för Sverige: Charles A. Berglund, Hufvudskådet i Göteborg.
Agent i Lilla: T. H. Larss.
Agent i Liverpool: D. & C. Mac Iver, 1 Barrow Street.
Agent i Boston: P. H. De Vries, 19 State Street.
Agent i New-York: Yerrin H. Brown & Co, 4 Bow-Eng Green.

Passagerare-Kontrakt

Charles A. Berglund, Göteborg, ombud för D. & C. Mac Iver, Liverpool, och befullmäktigad utvandnings-agent, samt utnämnda emigranter.

I the undersigned, Ch. A. Berglund hereby engage to forward [...] rein mentioned emigrants from Gothenburg to Ashtabula, Ohio for the sum of 147.60 Kronor, being payment in full, inclusive landing expenses in America.

147.60 Kronor, being payment in full, inclusive landing expenses in America.

Utvandras namn.	Ålder.	Släkt-beskrifn.	Departure date
Zacrias Snickarspojke	33	Finland	15 July 1881

15 Juli 1881

Charles A. Berglund

15 Juli 1881

64

There is a chance that our ancestor, Matts Blom, had a contract similar to this when he traveled in 1887 from Gothenburg to Ashtabula, Ohio.

“The contract is issued July 15, 1881 by Charles A. Berglund as the agent for D. & C. MacIver, Liverpool. The 32 year old emigrant Zacrias Snickarspojke from Finland has paid 147.60 Swedish Crowns to go from Gothenburg to Ashtabula, Ohio. The departure day from Gothenburg is the same day as the contract is issued. At the bottom of the form is a signature of a representant for the police in Gothenburg, assuring the contract is

written in accordance to the law.

The text on the right side of the contract:

I the undersigned, Ch. A. Berglund hereby engage to forward [...] rein mentioned emigrants from Gothenburg to Ashtabula, Ohio for the sum of 147.60 Kronor, being payment in full, inclusive landing expenses in America.

The departure from here will take place in a Royal Mail Steamer on the 15 July 1881.

From Gothenburg the passengers are forwarded on steerage place to Hull, and further, never later than twelve hours after the custom [...] examination, to Liverpool, in third class carriages on the railroad. With the first steamer belonging to the Cunard Line (the Cunard Steamship Company Limited) the departure from Liverpool will take place never later than eight days from the arrival there.

In the above payment is included: Steerage place in the Steamers and third class carriages on the railroads. - Forwarding of luggage with 10 cubic-feet, half for children, also good and sufficient food from Gothenburg to the landing place in America free lodgings in Hull and Liverpool.

Should this contract on my part not be fullfilled or any misinterpretation there of [...] on either side, then I bind and declare myself willing to [...] to need abide by stipulations comprised in the 5:the Sections, 5:th Classe of the Government Emigrant Regulation of 5:th February 1869.

⁶⁴ <http://www.genealogia.fi/emi/doc/doc06ae.htm>, Documents of Finnish Emigrants, accessed 19 September 2001

Appendix E

Eveleth Heritage Committee

History of Eveleth⁶⁵

The Eveleth Heritage Committee's mission is to "help maintain and expand the economic viability of the community by supporting and promoting the preservation and interpretation of the culture, history, and heritage of Eveleth." This page looks at a thumbnail sketch of Eveleth's history. It contains information the Committee has researched and information available through published resources. This is a continuing story of how we developed an grew. As time and research permit, we will add to the information we have. If you have information of historical interest to share concerning Eveleth, please contact the Eveleth Heritage Committee or our Webmaster.

The Beginnings

The first appearances of the "Misabay Heights" on any map was on the one published by J.N. Nicollet in 1841. Later, government surveyors reported the occurrence of iron in scattered areas of this region. In his 1866 report, Harry H. Eames, the first Minnesota state geologist made specific reference to iron ore in the Mesabi district.

Perhaps the most authoritative account of the early history of Eveleth was related by Mr. David T. Adams, one of the early settlers, who resided in Eveleth into the 1920s. Mr. Adams maintained that ore was found in the Eveleth group of mines as far back as 1883, when his attention was called to the possibility of an iron range existing on the southeastern slope of the Missaba Heights and the discovery of drift ore on the eastern end of the Range.

In August 1891, a cyclone passed over the Mesabi Range uprooting many huge pine trees and exposing some iron deposits. This led to the discovery of ore in the Biwabik area (East of Eveleth). With an earlier (1890) discovery of iron in the vicinity of Mountain Iron (Northwest of Eveleth), many prospectors expected the iron formation to be found on a straight line connecting Biwabik and Mountain Iron. However, geological shifting has caused a bend (or "horn") in the alignment to include the area where Eveleth now sits.

The recorded discovery of deposits of ore in the Eveleth area occurred in July 1892, when Mr. Adams was using a spring pole drill. However, it was not until the October 1892 that the Adams Mining Company was formed. The discovery of ore deposits and formation of the Adams Mining Company are generally considered the beginning of Eveleth. In the Winter of 1892-93 the Adams Mining Company employed 45 men in the mine .

Village of Eveleth

On April 22, 1893 the first plat of the Village of Eveleth was filed with the Register of Deeds (reporting a population of 200 residents). The plat was about a mile southwest of the present location, on land then included in the Adams-Spruce Mine (Douglas Avenue between Jones and Monroe Streets). Other discoveries (Cheeseborough, Cloquet, Vega, and Fayal Mines) are now part of the Adams-Spruce Mine. There is speculation that the plat was prepared in the Fall of 1892 but could not be filed until Spring Thaw in 1893.

The name of Eveleth was adopted in honor of Erwin Eveleth, a timber cruiser employed by *Robinson & Flinn*, who owned that lands upon which the city is now located. *Robinson & Flinn* was interested in the great white pine forest that covered the area. When Mr. Eveleth reported erratic behavior of his compass (due to the presence of iron) *Robinson & Flinn* reserved the mineral rights when the timber was sold. At that time there was no knowledge how vast the iron ore deposits were that were underlying the hills and lakes of these lands covered with a great white pine forest. An old story states that some of residents want to name the city after Mr. Robinson, but Mr. Adams suggested the name "Eveleth" because it could be easily pronounced by the many Scandinavians who were coming to the area to live.

⁶⁵ <http://www.evelethchamber.org/history.htm>, Eveleth Chamber of Commerce Web-site, accessed 29 July 2001

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Unfortunately, the disastrous financial panic of 1893 almost coincided with the founding, and the tiny settlement was hard-pressed to survive. No new buildings were added to the four or five that formed the nucleus, and at times food was so scarce that residents were reported to have existed solely on moose meat. Mail service at this time was practically discontinued – the only letters to arrive came by way of Virginia, Minnesota (6 miles [10 Km] to the North), and dog sled.

In 1895, ore was discovered beneath the town site and five years later the village was moved to its present location. Men of all nationalities worked side-by-side in the mines.

City of Eveleth

In 1902 the community was incorporated as a City of the Fourth Class, operating under a home rule charter. Mining was Eveleth's chief industry for many years. The open-pit method was the favored process here. Visitors can still view the colorful man-made excavations, from which depths millions of tons of iron ore have been taken and hauled by rail to Duluth (60 miles [100 Km] to the South). The Adams-Spruce Mine was operated by both underground and open-pit methods. The Leonidas Mine, the deepest underground mine in the world at that time, had reached a depth of over 650 feet (200 meters). Today, with the development of a low-grade ore called taconite, mining is again Eveleth's chief industry.



Eveleth in 1895



Erwin Eveleth, Late 19th Century

Appendix F

The Finnish Pioneers of Minnesota¹ ⁶⁶

John Ilmari Kolehmainen

As we gather tonight to honor the Finnish pioneers, eighty years separate us from the distant summer of 1864 when the first of these sons of Suomi entered Minnesota, "to try their luck", they said, in this challenging section of America.

Four score years have wrought tremendous change. The pioneers, themselves, have felt time's handiwork. The names of many already have been swept into oblivion. Those yet living bear little likeness to the hardy and industrious, forward-looking folk so strikingly depicted on Juho Rissanen's painting. The hands that once so powerfully gripped and guided the plow have lost their vigor; the work-pursuing fingers of the pioneer mother have at last found rest, crossed in prayer over a well-worn Old Country Bible. The setting sun no longer marks the end of a day's work eagerly to be resumed on the morrow, but of life's labors; the generation of Finnish pioneers is joining, its forefathers. It is, therefore, seasonable for us to honor these men and women who tilled the soil of two continents, whose joys and sorrows ranged two worlds. I congratulate the artist and the members of the Finnish-American Historical Society of Minnesota for having chosen this appropriate moment and way to pay homage to them.

Eighty years have seen the rise of Minnesota's foreign-born Finnish population from a handful of pioneers to nearly thirty thousand and have witnessed the spread of Finnish settlement from a small farming district in a single county to a point where each of ten counties have had more than five hundred Finnish immigrants. Only four Minnesota counties bore the dubious distinction in 1930 of never having harbored in a census year a single Finlander within their jurisdictions.²

The first permanent Finnish settlements were established in 1865 at Franklin in Renville County and in 1866 at Holmes City in Douglas County and in the Cokato country of Wright and Meeker counties. The pioneers were led by Peter Lahti, Matti Niemi, Antti Rovainen, Johan Piippo, Isak Johanson, Matias Kärjenaho, Elias Peltoperä, and others. Some of these men had gone to St. Peter and Red Wing in the summer and fall of 1864.³

As the years passed into decades, an ever-increasing number of Finns settled in Minnesota, emigrating from Michigan and other states as well as directly from Europe. By 1879 over 450 Finns, according to a contemporary estimate, were living in the Cokato country. They had in their possession some 1,500 acres of cleared and 4,000 acres of uncleared land as well as 126 oxen, 231 cows, and 56 horses. In 1883 around Holmes City 133 immigrants were moving up the difficult road to self-sufficiency and independence. With the growth of the older settlements, the area of Finnish penetration spread northward; by 1873 Finns were settling in and near Brainerd in Crow Wing County, and two years later they were laying the foundations for a flourishing and extensive settlement in the New York Mills region of Otter Tail, Wadena, and Becker counties. The late 1870's and the 1880's saw settlements rising in the Esko-Thomson and Kettle River areas of Carlton and St. Louis counties, as well as the development of more stable communities in Duluth and Minneapolis.⁴

The opening of the Vermilion and Mesabi ranges was shortly followed by Finnish settlement in many mining towns and villages, among them Tower and Soudan in 1885, Ely in 1887, Hibbing, Mountain Iron, and Virginia in 1893, and Biwabik and Eveleth in 1894. After the turn of the century, the vast expanse of St. Louis County's cutover areas was discovered by the Finns; the Palo-Makinen region, for example, was first settled in 1902, and the Brimson-Toimi district, in the years following 1903. By 1920 the total number of Finns in the state had reached 29,108, nearly sixty per cent of whom lived in St. Louis County; other counties with sizable Finnish settlements included Carlton, Itasca, Otter Tail, and Hennepin. The ratio of rural to urban settlers was approximately three to two, with the larger urban communities in Duluth, Virginia, Hibbing, Minneapolis, and St. Paul.

What actuated settlement in northern Minnesota? Geographers have an interesting theory of "geographic response", suggesting, that the "indispensable concomitants" of Finnish settlement were "cold, snow, boulder strewn areas, lakes typical of a glaclated terrain", features, of course, common to Finland.⁵ This is undoubtedly more than a hypothesis; Finnish prose and verse abound with the theme "how like Finland is

⁶⁶ <http://www.genealogia.fi/emi/art/1star85e.htm>, *The Genealogical Society of Finland (English-Language Version)*, Accessed 29 July 2001

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our new homeland". Yet other forces as well determined the direction of settlement - the prospects for employment in logging camps and sawmills, in the mines, and on the railroads; the availability, of homesteads and cheap land with an appeal to a traditionally rural folk that was magnified by the frequent occurrence of industrial depression; the opportunity to perform profitable middleman's or professional functions in the rising Finnish communities. These considerations, more powerful perhaps than the geographic, prompted heavy settlement in the northern parts of the state.

The widespread and impelling desire to own land, coupled with the proverbial empty purse, drove the Finns into the unpenetrated, cutover areas; their settlement there was reflected in a wealth of Finnish place names. To be sure, the *United States Postal Guide* for July, 1943, is extremely tightfisted, listing only four: Esko, Makinen, Finland in Lake County, and Toivola. But an atlas will reveal many more, and Finnish writings fairly bristle with them. Among such interesting additional evidences of Finnish settlement one might list Alango, Alavus, Onnela, Palo, and Petrell in St. Louis County; Finland, Finntown, Kalevala, and Salo in Carlton County; Toimi in Lake County; Suomi in Itasca County; Nurmijärvi in Pine County; and Aura, Finn, Heinola, Lehtijärvi, Lonnot, Runeberg, Susijärvi, and Topelius in Otter Tail, Becker, and Wadena counties.⁶ One is tempted to add, by means of a typographical change, still another: the substitution of *a* for *o* in Mahtowa in Carlton County will make of it a "splendid" Finnish place name, "Mahtawa"!

As the decades brought more and more Finns to labor in Minnesota's "green gold" of lumber and in its rich stores of iron ore embedded deep in the bowels of the familiar Pioneer and Zenith mines on the Vermilion or invitingly near the surface on the Mesabi, or to participate in the painful, if traditionally Finnish, task of transforming a "desert of barren pines" into agricultural oases, noteworthy changes occurred in the character of the immigrants. To begin with, the geographical sources of emigration shifted from northern Norway and Oulu to Vaasa and the southern provinces of Finland. Over eighty per cent of the pre-1890 Finnish pioneers in Minnesota were born in Oulu and some nine per cent in Norway; all the Finns living in Holmes City in 1883, for example, were from Oulu. By the 1920's, however, the situation had changed radically; only thirtysix per cent of Minnesota's Finns reported Oulu as their birthplace, and under four-tenths of one per cent, Norway. Newcomers in large numbers had emigrated in the preceding decades from Vaasa, Kuopio, Turku-Pori, and to a lesser degree, from Mikkeli, Häme, Viipuri, and Uusimaa.⁷ Other consequential changes took place: more women, with characteristic shawls covering their heads, dared to make the trans-Atlantic crossing; a greater number of urban people entered the migration stream, cutting down the earlier preponderance of rural folk; many of the emigrants were single rather than married, younger in years, more liberal in outlook.

These significant changes were to bring about a widespread liberalizing of institutional life and standards, often accompanied by discord and strife. The growing diversity of the immigrants, along with the more powerful pressures of the New World environment, tended, no doubt, to smooth the rough edges of some of the northern Finlander's (*Pohjalainen*) traits. Perhaps the characteristic slowness of thought and action gradually yielded to the faster tempo of American life, reluctance for the new giving way to a spirit of cautious experimentation, reticence moving in the direction of, but scarcely attaining, garrulity, chilling, aloofness melting into a warmer personality. But some of the *Pohjalainen's* traits have proved unmistakable assets: endurance and stick-to-itiveness, downright honesty, love of freedom tempered with a deep respect for law, an age-old propensity for folk song and proverb and for deep-seated humor. Zacharias Topelius, that inimitable interpreter of Finland and its people, speaks of still another Finnish characteristic - blindness to the lure of gold.⁸ And was it not Wäinämöinen who in the *Kalevala* sang:

Better dwell in one's own country
There to drink its healthful waters
From the simple cups of birchwood,
Than in foreign lands to wander,
There to drink the rarest liquors
From the golden bowls of strangers.

The spirit of Finland's mythical hero apparently has continued to reside in the hearts of many Minnesota Finns. Although they sought not golden bowls but birchwood cups - a simple, Spartan life - masters they were of a land of stumps and stones.

But, as the unfolding of the years testified, their land was not to remain one of stumps and stones; the proverbial Finnish *sisu* did not falter before a hard nature or its allies of fire and disease.⁹ Not miraculously or quickly, but by the patient alchemy of stubborn will and ceaseless toil, stumps were swallowed up by fields of wheat and potatoes; boulders strewn in a maddening manner on and below the surface became neat and symmetrical fences or high-piled mounds of victory. A lacework of roads and bridges cut into the

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tangled, trackless wilderness of swamp and forest, bringing the blessings of community ever nearer. Dwellings progressed from crude log huts, through a tar paper stage, into neat, if conventional, siding-covered houses, sometimes with the last layer superimposed upon the others. The familiar steam bath, too, underwent improvement from the primitive "smoke" *sauna* into a "luxurious hell" of heat and perspiration, as an enthusiastic American described it.¹⁰ The ox gave way to the horse, which in turn grudgingly yielded to the ungainly but effective homemade tractor, the *jukkari*; modern equipment and electricity slowly penetrated into the fringes of Finnish pioneer settlement, spelling an end to the indescribable hardships of the earlier period. Modernity has not, of course, touched all the Finnish holdings; many immigrants still live under conditions most accurately defined as substandard. Yet once again the Finnish ax and hoe have broken a wilderness. "Probably no other group", concludes Grace Lee Nute in a recent book, "could take over stump land, perhaps also burned over, and make successful farming country of it".¹¹

A victory over northern Minnesota's back country was, in the opinion of the pioneers, hollow and empty unless they could also win the struggle along a broad cultural front. Churches, temperance societies, workingmen's organizations, co-operatives, newspapers, libraries, and reading rooms had to be founded for the cultural enrichment of the immigrants; schools and teachers had to be procured for the rising generation of American Finns. This inner impulse for advancement and its harvest can be seen in the Brimson-Toimi area. Three years after the first Finns arrived in this cutover region of St. Louis and Lake counties in 1903, a typical "Society of Enlightenment" arose; its manuscript records, in a hand-written paper or *nyrkki* entitled "Erämaan Oras", still rest undisturbed in a log hall nestled among the pines and poplars.¹² Other institutions followed, and when, in 1938, the pioneers were reviewing the fruits of thirty-five years of joint effort they counted two schools, two churches, a temperance society, two co-operative stores, four privately owned stores, thirteen gasoline stations, a home and community club, a study club, a Farmer-Labor club, a women's co-operative guild, two hall associations, a workers' society, a farmers' league, a workers' alliance, a band, a chorus, and a dramatic group. Well could this diminutive rural community - and many others like it in the State of Minnesota - proudly proclaim: "The same as in the Greater World."

The Story of the founding and achievements of these immigrant institutions cannot be told tonight. Nonetheless I should like to record in this brief sketch of the Finnish pioneers a few names and facts. With reference to the Minnesota temperance movement, however, I shall add nothing now to the description it was my privilege to write earlier.¹³

Historical and traditional forces made well-nigh inevitable the emergence of Lutheran congregations among the immigrants. In the years after 1874, when the first church was established in the Cokato country, northern Minnesota became dotted with simple and unpretentious Lutheran churches, the earliest of which arose from the visits and tireless labors of such pioneer pastors as Juhani Tikkanen, William Williamson, J. K. Nikander, and Heikki Sarvela. By 1936 the Lutherans, who were divided into three bodies, the Apostolic, the National, and the Suomi Synod, jointly had a total of a hundred congregations and preaching points, reaching a communicant body of over 11,500. Other Protestant churches have appeared, although they have remained quantitatively insignificant. Methodism among the Minnesota Finns stems back to the early 1890's, when the Reverend J. H. Michaelson founded the first Finnish Methodist church in America at Moose Lake. The introduction of Unitarianism among the immigrants was largely the work of the Reverend Risto Lappala, who went to Duluth in 1908, and of his wife, the Reverend Milma Lappala. Scattered here and there are small numbers of Finnish Baptists and adherents of other denominational bodies.¹⁴

The earliest working-class institutions go back to the turn of the century. The indefatigable Martin Hendrickson, for example, organized workers' societies in 1902 at Hibbing and Duluth as he was on his way to join the one and only Matti Kurikka in the famous Utopian venture at Malkosaari in British Columbia. A year later a similar group was started in Virginia; by 1905 the number of societies exceeded a dozen with a combined membership of about four hundred. After the Hibbing meeting of 1906, most of these societies became affiliated with the national Finnish federation of the Socialist party. But the working-class movement, like the other immigrant undertakings, was not free from discordant forces. In 1914 the syndicalist-minded Finns were won over by the banner of the I.W.W. A more serious rupture came from 1919 to 1921 in the form of the Communist secession, taking heavy toll of the Socialists who as late as 1917 claimed 33 chapters and 1,122 members in the state. Today, hopelessly divided, the immigrant working-class movement admittedly faces a forlorn future. The doors of its halls, according to a Socialist editor, have been closed by spider webs and dust, which are surely unworthy epitaphs to an enterprise once so rich with cultural and social, if not political, significance. The Farmer-Labor league of the Finns, too, has shrunk to "hole-in-the-wall dimensions"; a news story of 1942 suggested how a personable young lady

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of Finnish origin was trying under the most unfavorable circumstances to lead the party back to the glory of the "Olsonian days".¹⁵

Along the co-operative front there have been both progress and recession. The colorful co-operative boardinghouses - *poika-talot* to the Finns - which the novelist Phil Stong so inadequately describes in his recent book, *The Iron Mountain* (New York, 1942), are, of course, giving way to the normal family dining-room table. Yet as late as 1928 there were twenty-four such co-operative eating establishments in the state with picturesque names (if not food!) ranging from the traditional *elanto* to *pyrintö*.¹⁶ "The largest was the Duluth "Toverila", started in 1909 and reporting in 1928 some 338 members and a volume of business totaling \$64,500; rivaling it was the Cloquet "Toivola" with 280 boarders.

On the other hand, the retail co-operatives have enjoyed an impressive development. In 1914 there were in northern Minnesota sixteen co-operatives incorporated on the Rochdale plan, all but two of which were clearly Finnish in origin and management; by 1941 the total number of Minnesota societies affiliated with the Superior Central Co-operative Wholesale was sixty-eight, of which at least forty-five trace back to Finnish initiative and foresight. The local associations, too, showed a remarkable capacity for growth. The Orr Farmers' Co-operative, for example, started as a small buying club in 1919; in 1941 its volume of business topped \$154,000. The Floodwood co-operative, similarly, attained a turnover of nearly \$350,000 only seventeen years after its establishment.¹⁷

Newspapers, too, were a concern of the pioneers; local pride perhaps prompted them to establish a native Minnesota press rather than rely on the wares of other states. Although immigrant papers were frequently moved from one state to another, the Minnesota Finns can perhaps claim title to thirteen in all. Information about many of these journalistic ventures is scarce; their files, if kept, have remained hidden. What a story of immigrant life they might have revealed! The loss of such irreplaceable materials is regrettable. One hopes that this ceremony tonight may mark not only the dedication of a fitting memorial to our pioneers, but also the beginning of an extensive united effort on the part of Finnish groups and the Minnesota Historical Society in the collection of the rich but now scattered and rapidly disappearing materials, both published and manuscript, to the end that some day this admirable painting may be given the depth and the detail and the analysis that can come only through historical investigation and interpretation.

But to return to the journalistic efforts of the Finns. Apparently only three of the thirteen newspapers are in existence today. The *Päivälehti*, started in Michigan in 1901 and thirteen years later transferred to Duluth, has had a lone, and respectable history under able editorship; the *Industrialisti*, organ of the Finnish syndicalists, was launched in Duluth in 1917 and in 1935 reported a circulation of over eight thousand; and the *Minnesotan Uutiset* has been successfully published in New York Mills since 1932, after having earlier appeared in Virginia. But the other newspapers, for the most part, have joined the ranks of hundreds of Finnish language publications in America and Canada with life spans, measured often in months, sometimes in years, that have ended.¹⁸ The venerable *Siirtolainen (Lännetar)* gave up the ghost in Duluth in 1937; much earlier the New York Mills *Kansan Toveri*, the *Lentäviä Lehtiä* of Minneapolis, A. F. Tanner's *Aatteita* of Ely, the *Pohjalainen* of Virginia, and the *Uusi Raittiuslehti*, the *Teollisuuslainen*, and the *Suomalainen*, all of Duluth, had come to final rest. The *Uusi Kotimaa (ja Amerikan Suometar)*, begun in Minneapolis in 1881 and long published at New York Mills, was later removed to a neighboring state; in a like manner the *Amerikan Uutiset*, published in Minneapolis from 1887 to 1894, emigrated to Michigan. One might note also a Swede-Finn religious periodical, the *Finska-Missions Posten*, that was published in Duluth before being shifted to Chicago.

To be sure, the founding and maintenance of institutions, the clearing and cultivation of land, are no longer of immediate concern to the immigrants; these have become the tasks of a new generation. The pioneer's well-deserved occupation today is dreaming, of a life gone by. Memories irresistably come back of Finland, beloved land of birth; of a mother's tear sealing final words of counsel; *Hankoniemen Silmä* flashing its last appeal to the outward-bound sons and daughters; the confusion of an inhospitable and indifferent Liverpool and New York; the deed to the homestead, the first crop, the first cow, the first son. There are recollections, too, of Sunday afternoons spent on tranquil Minnesota lakes, youthful words slowly carried to the skies on the curling smoke of the open fire, "A Song to Minnesota".¹⁹

Minnesotan mailla metsäisillä
On koti-seutu meillä armainen,
Kuusi kunnahillas lehväisillä
Sen luonto meille sopii parhaiten.
On kaunis näky kesä illoin
Kun ruskot loistaa lännen auringon,

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Viel' kaunihimpi kuulla silloin
Yö-rastaan riemulaulu verraton.
Laulumme soi, Laulumme soi, Laulumme soi,
Sinulle, Minnesota!

References

- [1] An address presented before a joint meeting of the Minnesota Historical Society and the Minnesota Finnish-American Historical Society in the Historical Building, St. Paul, on October 16, 1944. The occasion was the presentation to the state society of a painting, by Juho Rissanen, representing a Finnish farm homestead. *Ed.*
- [2] The counties are Martin, Rock, Sibley, and Watonwan. For fifty-seven Minnesota counties, not more than twenty-five foreign-born Finnish residents are recorded in any one census year. The state's total Finnish population was 10,727 in 1900, 26,637 in 1910, 29,108 in 1920, 24,360 in 1930, and 20,152 in 1940. These figures and many other statistics given in this paper are drawn from the population volumes of the United States Census for the years indicated.
- [3] S. Ilmonen, *Amerikan Suomalaisten Historia*, 2:130-232 (Jyväskylä, Finland, 1923); A. Järnefelt, *Suomalaiset Amerikassa*, 122-145 (Helsinki, 1899); "Amerikan Suomalaiset", in *Oma Maa*, 3:427-436 (Porvoo, 1906-07). The Duluth *Päivälehti* for October 7, 1941, is a fortieth anniversary number containing much valuable material on Finnish settlement in Minnesota.
- [4] Ilmonen, *Amerikan Suomalaisten Historia*, 2:150, 185.
- [5] Eugene Van Cleef, "The Problem of Scientific Settlement as Illustrated by the Finns", in *Comptes rendus du congrès international de géographie*, 3:1-7 (Paris, 1931). See also Darrell H. Davis, "The Finland Community", in the *Geographical Review*, 25:382-394 (July, 1935).
- [6] These place names have been culled from maps, old and new, immigrant newspapers and periodicals, and Finnish writings on Minnesota.
- [7] Of some 460 pre-1890 pioneers listed in Ilmonen, *Amerikan Suomalaisten Historia*, eighty percent were born in Oulu, seven percent in Vaasa, nine per cent in Norway, one percent in Sweden, and three percent elsewhere. No fewer than 140 of these individuals went to Minnesota by way of Norway. Of the 220 Finns living in Minnesota between 1922 and 1927, and listed in Werner Nikander, *Amerikan Suomalaisia* (Hancock, Michigan, 1927), thirty-six percent were born in Oulu, thirty-six percent in Vaasa, twenty percent in Kuopio, Turku-Pori, Mikkeli, Häme, Viipuri, and Uusimaa, three percent in Sweden, and four-tenths of one percent in Norway, and three percent are unidentified. Eighty-nine of the total number went to Minnesota directly from Europe, fifty-five from Michigan, fifteen from Massachusetts, eleven from Ohio, eight from New York, six from Wisconsin, and others from Illinois, Montana, Wyoming, and Canada.
- [8] Z. Topelius, in L. Mechelin, ed., *Suomi 19nnella Vuosisadalla*, 1:56-73 (Helsinki, 1898). See also the excellent articles on the Pohjalaiset in *Oma Maa*, 4:157-172; and the following articles by Marjorie Edgar: "Finnish Folk Songs in Minnesota", *ante*, 16:319-321, "Finnish Charms and Folk Songs in Minnesota", *ante*, 17:406-410, and "Finnish Charms from Minnesota", in the *Journal of American Folk-lore*, 47:381-383 (October-December, 1934).
- [9] For an American interpretation, see Hudson Strode, "Sisu: A Word That Explains Finlandd" in the *New York Times Magazine*, 6 (January 14, 1940).
- [10] Robert Traver, *Trouble-Shooter: The Story of a Northwoods Prosecutor*, 19 (New York, 1943). Another description of the Finnish steam bath is given by John B. Martin, in *Call It North Country*, 264-266 (New York, 1944).
- [11] *Lake Superior*, 258 (New York, 1944). Examples of Finnish verse commemorating the victory over the back country are Flora Manninen, "Villiin Korpeen", in *Veljeysviesti*, 21:28 (September, 1944), and Simon Korpela, "Korpeen Raatajat", in *Raittius-Kalenteri*, 1918, p. 144-150 (Hancock, Michigan, 1917).
- [12] A memorial number of this manuscript paper, edited by Edwin Petrell and Hjalmar Kaikkonen, is dated June 19, 1938. "Pioneer Celebrations in St. Louis County" are discussed by B. G. Leighton, *ante*, p. 158-164; the present writer describes "The Finnish Immigrant *Nyrkkilehti*" in *Common Ground*, vol. 4, no. 1, p. 105 (Autumn, 1943).
- [13] The writer's article on "Finnish Temperance Societies in Minnesota" appears *ante*, 22:391-403.
- [14] *Religious Bodies*, 1936, 2:968-983 (1941). The standard work on Finnish immigrant religious institutions is V. Rautanen, *Amerikan Suomalainen Kirkko* (Hancock, Michigan, 1911). Also useful are K. E. Salonen, *Amerikan Suom. Ev. Luth. Kansalliskirkon 25 Vuotis Julkaisu* (Ironwood, Michigan, 1923), and A. Kukko, ed., *Muistoja 30-Vuotisesta Lähetystyöstä* (Fitchburg, Massachusetts, 1920). Several pioneer

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Finnish preachers, among them Williamson and Sarvela, were ordained by Hauge's Synod of the Norwegian Lutheran church at Red Wing. The Finnish Nationalist church maintained a college and theological seminary in Minneapolis and Smithville from 1903 to 1907; the institution was later transformed into the Work People's College.

[15] F. J. Syrjälä, *Historia-aiheita Amerikan Suomalaisten Työväen Liikkeestä* (Fitchburg, Massachusetts, 1924); Henry Askeli, "Suomalainen Sosialisti Järjestö", in *Kalenteri Amerikan Suomalaiselle Työvälle*, 1918, p. 33 (Fitchburg, Massachusetts, 1917); *Cleveland Plain Dealer*, February 14, 1942. On the Utopian colony, see Matti Halminen, *Sointula, Kalevan Kansan ja Kanadan Suomalaisten Historiaa* (Helsinki, 1936), and the present writer's article entitled "Harmony Island: A Finnish Utopian Venture in British Columbia", in *British Columbia Historical Quarterly*, 5:111-123 (April, 1941).

[16] Finnish Co-operative Boarding Houses and Hotels in United States and Canada", in Fourth Northern States Co-operative League, *Year Book*, 259-262 (Minneapolis, 1928).

[17] Central Co-operative Wholesale, *Year Book*, 1942, p. 42-47 (Superior, 1942). See also Wilho Boman, "Osuustoiminta Amerikassa", in *Kalenteri Amerikan Suomalaiselle Työvälle*, 1919, p. 56-67; V. S. Alanne, "Trends Today of Finnish Co-operatives", in *Co-operation*, 18:113-115 (New York, 1932).

[18] F. Tolonen, "Muutamia Historia-Tietoja Amerikan Suomalaisista Sanomalehdistä" in *Amerikan Suometar Muistojulkaisu 1899-1919*, 78-92 (Hancock, Michigan, 1919); S. Ilmonen, *Amerikan Suomalaisten Sivistyshistoria*, 188-195 (Hancock, Michigan, 1930-31).

[19] A favorite song among many Minnesota Finns is A. Tiikkainen's "Laulu Minnesotalle". A free translation of the verse quoted follows:

In Minnesota's wooded country
Is our beloved homeland,
With its hillocks of leafy spruce
Its nature suits us best.
On summer's eve, a beautiful scene
As crimson glistens the western sun,
More lovely yet than to hear
The matchless carol of the evening thrush.
Our song rings out, our song rings out, our song rings out,
To you, Minnesota!

Published by *Minnesota History*, Volume 25, Number 4, p. 317-328. December 1944.

Land in Minnesota

In researching the Blom family and reading Eveleth records and other sources, the author frequently came across the terms section, range and township. These obviously referred to some way of defining LAND. What follows is a description of this system.⁶⁷

Public land states. When the U.S. federal government was formed, all land outside the 13 original states and the five states later formed from them was ceded to the federal government and became known as the public domain. Thirty states were formed from the public domain and are known as public land states. They are: Alabama, Alaska, Arizona, Arkansas, California, Colorado, Florida, Idaho, Illinois, Indiana, Iowa, Kansas, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Ohio, Oklahoma, Oregon, South Dakota, Utah, Washington, Wisconsin, and Wyoming. The public land states use the Rectangular Survey System.

RECTANGULAR SURVEY SYSTEM

The 30 public land states are divided into 37 separate survey systems, each beginning with an initial point from which a base line runs east-west and a principal meridian (P.M.) runs north-south. Secondary east-west lines six miles apart lie east and west of the P.M. and are called range lines.

These intersect to form townships six miles square. Townships are described by the number of the tier north or south of the base line and by the number of the range east or west of the P.M., such as Township 3 South, Range 1 East, or T3S, R1E.

6	5	4	3	2	1
7	8	9	10	11	12
18	17	16	15	14	13
19	20	21	22	23	24
30	29	28	27	26	25
31	32	33	34	35	36

Each township is divided into one square mile sections numbered one through 36, starting in the upper right corner. Each section contains 640 acres and may be further subdivided into half-section (320 acres), quarter section (160 acres), half-quarter section (80 acres), or quarter-quarter section (40 acres). A complete legal land description should refer to the subdivision of the section, township, range, and the name or number of the Principal Meridian (P.M.); for example, Southwest quarter of Section 36, Township 3 South, Range 1 East of the Sixth Principal Meridian; or, SW1/4 S36, T3S, R1E, 6th P.M.

⁶⁷ accessed 2 Feb 2002, Rootsweb Guide to Tracing Genealogies, Lesson 29, <http://www.rootsweb.com/~rwguide/lesson29.htm>

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St. Louis Co MN Townships & Ranges

(Appears to be a 1999 version)⁶⁸

	R.21W	R.20W	R.19W	R.18W	R.17W	R.16W	R.15W	R.14W	R.13W	R.12W	
T.65 N	Unorg	Northwest part Leiding	Northeast part Leiding	Southwest part Portage	Southeast part Portage	Unorg	Unorg	Unorg	Unorg	Unorg	
T.64 N	Unorg	Southwest part Leiding	Southeast part Leiding	North part Beatty	Unorg	Unorg	Unorg	Unorg	Unorg	Unorg	
T.63 N	Unorg	Willow Valley	Unorg North part Field	Central part Beatty	Unorg	North part Greenwood	Unorg	Unorg	Northwest part Morse	Northeast part Morse	
T.62 N	Unorg	Linden Grove	South part Field	Owens South part Beatty	Unorg Southwest part Greenwood	Southeast part Greenwood	West part Breitung	Eagles Nest East part Breitung	Southwest part Morse	Southeast part Morse	
T.61 N	Unorg	Sturgeon	Alango	Angora	Unorg	Vermillion Lake	Kugler	Unorg	Unorg	Unorg	
T.60 N	French	Unorg	Unorg North part Great Scott	Unorg	Sandy	Pike	Embarrass	Waasa	Northwest part City of Babbitt	Northeast part City of Babbitt	
T.59 N	Unorg	North part Balkan	Central part Great Scott	Unorg North part City of Mt. Iron	Wuori North part City of Virginia	Unorg	North part White	North part City of Hoyt Lakes	South part City of Babbitt	North part Bassett	
T.58 N	Northwest part City of Hibbing	South part Balkan Northeast part City of Hibbing	South part Great Scott	South part City of Mt. Iron North part City of Leonidas Southwest part City of Virginia	City of Gilbert Southeast part City of Virginia North part City of Eveleth	Biwabik	Central part White	South part City of Hoyt Lakes Unorg	West Central part Bassett	East Central part Bassett	
T.57 N	West Central part City of Hibbing	East Central part City of Hibbing	Cherry	Southwest part City of Eveleth South part City of Leonidas	Fayal Southeast part City of Eveleth	Unorg	South part White	Unorg	Southwest part Bassett	Southeast part Bassett	
T.56 N	Southwest part City of Hibbing	Southeast part City of Hibbing	North part Lavell	North part McDavitt	Unorg	Unorg	Colvin	Unorg	West part Fairbanks	East part Fairbanks	
T.55 N	Unorg	Southwest part Lavell	Southeast part Lavell	South part McDavitt	West part Ellsburg	East part Ellsburg	Unorg	Unorg	West part Ault	East part Ault	
T.54 N	North part Cedar Valley	West part Toivola	East part Toivola	Kelsey	West part Cotton	East part Cotton	Unorg	Unorg	Unorg	Pequaywan	
T.53 N	South part Cedar Valley	West part Elmer	East part Elmer West part Meadowlands	East part Meadowlands	Northland	Unorg	Unorg	North part Gnesen	North Star	Alden	
T.52 N	Un-organized	Van Buren	Ness	Alborn	New Independence	North part Grand Lake	Fredenberg	South part Gnesen	Normanna	North part Duluth	
T.51 N	Halden	Floodwood	North part Arrowhead	Culver	Industrial	South part Grand Lake	Canosia Part of City of Duluth	Rice Lake Part of City of Duluth	Lakewood Part of City of Duluth	South part Duluth	LAKE SUPERIOR
T.50 N	Prairie Lake	Fine Lakes	South part Arrowhead	Stoney Brook	Brevator	Solway	City of Hermantown Part of City of Duluth	Part of City of Duluth	Part of City of Duluth	LAKE SUPERIOR	
T.49 N							Midway City of Duluth City of Proctor	Part of City of Duluth	LAKE SUPERIOR		
T.48 N	CARLTON COUNTY						Part of City of Duluth	LAKE SUPERIOR			

⁶⁸ accessed 4 February 2002, <http://www.rootsweb.com/~mstlou/stlratwp.htm>

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Appendix H

"List of Passengers"

S.S. Pavonia, 1887⁶⁹

Liverpool – Queenstown – Boston

LIST OF PASSENGERS.

REPORT AND LIST OF PASSENGERS taken on board the *S.S. Pavonia* at *Liverpool* in Master, burthen *3489* tons, from the Port of *Liverpool* to *Queenstown* and *Boston*.

Wm. Kay Master of the *S.S. Pavonia* from *Liverpool* to *Queenstown* and *Boston*.

Report herewith made, in conformity with the laws of the Commonwealth of Massachusetts relating to Alien Passengers, in true and accurate, to the best of my knowledge and belief. My Oath as Usual.

Given to all persons, this *16th* day of *April* 1887.

Wm. Kay

NAMES.	AGE	SEX	If in America Yes No	OCCUPATION	Place of Birth	Country of which they are Subjects	Last Place of Residence	Country & City last Residence	Profession
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<i>Wm. Kay</i>	<i>44</i>	<i>M</i>	<i>/</i>	<i>Master</i>	<i>Liverpool</i>	<i>England</i>	<i>Liverpool</i>	<i>England</i>	<i>Master</i>
<i>Wm. S. Johnson</i>	<i>28</i>	<i>M</i>	<i>/</i>	<i>Steward</i>	<i>Sweden</i>	<i>Sweden</i>	<i>Sweden</i>	<i>Sweden</i>	<i>Steward</i>
<i>William Smith</i>	<i>44</i>	<i>M</i>	<i>/</i>	<i>Steward</i>	<i>England</i>	<i>England</i>	<i>England</i>	<i>England</i>	<i>Steward</i>
<i>Matt Blom</i>	<i>44</i>	<i>M</i>	<i>Yes</i>	<i>Steward</i>	<i>Sweden</i>	<i>Sweden</i>	<i>Sweden</i>	<i>Sweden</i>	<i>Steward</i>
<i>William B. Batten</i>	<i>34</i>	<i>M</i>	<i>/</i>	<i>Steward</i>	<i>Sweden</i>	<i>Sweden</i>	<i>Sweden</i>	<i>Sweden</i>	<i>Steward</i>
<i>James W. Wainwright</i>	<i>31</i>	<i>M</i>	<i>/</i>	<i>Steward</i>	<i>Sweden</i>	<i>Sweden</i>	<i>Sweden</i>	<i>Sweden</i>	<i>Steward</i>
<i>John</i>	<i>21</i>	<i>M</i>	<i>/</i>	<i>Steward</i>	<i>Sweden</i>	<i>Sweden</i>	<i>Sweden</i>	<i>Sweden</i>	<i>Steward</i>
<i>Arthur St. Lawrence</i>	<i>35</i>	<i>M</i>	<i>/</i>	<i>Steward</i>	<i>Sweden</i>	<i>Sweden</i>	<i>Sweden</i>	<i>Sweden</i>	<i>Steward</i>
<i>William W. Wainwright</i>	<i>31</i>	<i>M</i>	<i>/</i>	<i>Steward</i>	<i>Sweden</i>	<i>Sweden</i>	<i>Sweden</i>	<i>Sweden</i>	<i>Steward</i>
<i>Walter Wainwright</i>	<i>32</i>	<i>M</i>	<i>/</i>	<i>Steward</i>	<i>Sweden</i>	<i>Sweden</i>	<i>Sweden</i>	<i>Sweden</i>	<i>Steward</i>

Line 140 is Matt Blom's entry.

⁶⁹ Copy of original received December 2001 from Massachusetts Archives At Columbia Point, Office of the Secretary of State, Reference Room, 220 Morrissey Boulevard, Boston, MA 02125

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Appendix I
Finnish Cooperative Boarding Houses

Address for Matt Blom in 1910 Census of Eveleth is 426 Monroe St. Well, searching on this address yielded the following article of which excerpts are included here! Interestingly, Matti died in 1918 the year that the cooperative at this house was established and obviously it was used as a Boarding House earlier.

Finnish Co-operative Boarding Houses and Hotels in United States and Canada⁷⁰

V. S. Alanne

According to information obtained by the Northern States' League office, there are some 40-50 Finnish co-operative boarding houses and hotels in operation in the territory proper of the Northern States' Co-operative League, and probably 20-30 more elsewhere in the United States and in Canada. However, most of these boarding houses are small, unincorporated and rather unstable enterprises. Their instability is due, in the first place, to the fact that the members of these organizations are usually single men who often shift from locality to locality, either because they are compelled to do so on account of recurrent spells of unemployment, or because they wander about in search of better jobs or variety. This impermanency of the membership of the co-operative boarding house organizations is strikingly illustrated by the fact that in some cases only from five to ten per cent of the share-holding members of the incorporated boarding house companies are now patronizing their enterprise as boarders, and in hardly any case where the boarding house enterprise is a few years old the number of patronizing shareholders is more than 30-35 per cent of the total number of share-holding members. The rest have either moved to some other locality or, in a few cases, have married and established their own individual households.

We are publishing in this section tables which give the most essential figures concerning 13 leading Finnish co-operative boarding houses and hotels operated by incorporated societies while three are unincorporated. The "Workers' Home" in Ironwood, Mich., is an interesting case, as most of the boarders belong to other nationalities than Finnish and still the manager and all the employees are Finnish. There are a few other cases where the boarders eating or residing in the boarding house are not exclusively Finnish.

Data on Finnish Co-operative Boarding Houses and Hotels for Year 1926

Table I

Name of Organization	Location	Established	Members	Volume of Business	Share Capital	Total Assets
Toivola Company	Cloquet, Minn.	1910	280	\$30,420.07	\$7,000.00	-
The Rentola Company	Duluth, Minn.	1913	160	15,713.70	9,272.40	14,572.40
Toverila Company, Inc.	Duluth, Minn.	1909	338	64,554.61	1,690.00	13,242.32
Junula Boarding Co.	Ely, Minn.	-	40	17,000.00	-	-
Tarmo Trading Ass'n	Eveleth, Minn.	1918	64	22,006.55	2,205.00	9,122.01
Toveri Co-op. Ass'n	Gilbert, Minn.	1918	166	6,053.00	1,660.00	5,630.00
Workers' Co-op. Club	Allouez, Wis.	1919	50	16,486.20	1,475.00	3,622.97
Tarmo Company	Superior, Wis.	1912	252	30,884.87	4,270.00	22,783.80

⁷⁰ Accessed 15 February 2002, <http://www.genealogia.fi/emi/art/article172e.htm>

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Co-operative Toivo Co.	Detroit, Mich.	1919	186	52,721.15	1,850.00	61,439.51
Workers' Home	Ironwood, Mich.	1919	24	10,883.97	240.00	860.00
Finnish Co-op. Board. House	Cleveland, Ohio	1916	129	43,569.74	1,296.00	22,529.54
Tarmo Club, Inc.	New York, N. Y.	1922	152	100,000.00	-	35,000.00
Finnish Boarding House	Timmins, Ont.	1914	35	18,208.89	-	-
Totals		1876		\$428,502.15	\$30,958.40	\$188,802.55

(All of the above 13 co-op. boarding houses, except three, are incorporated. The unincorporated societies are: Junula Boarding Company of Ely, Minn., The Workers' Home of Ironwood, Mich. and the Finnish Boarding House of Timmins, Ontario.)

Some of the managers writing to us explain that their business has been much larger in former years, but changing conditions in the locality have driven most of their members and boarders somewhere else. The manager of the "Toveri Co-operative Association", for instance, states that a few years ago they were feeding an average of 56-60 people every day while the average number of boarders in 1926, of which year we have the latest information, was only 14. This great reduction in the number of boarders is considered to be due chiefly to a shut-down of mines in the locality.

Of course, the accounting in many of the smaller boarding house organizations is rather primitive and it is hard to get much statistical information from them. A few of the larger organizations, however, seem to have their bookkeeping in good shape, and at least two or three of them even departmentize their books, keeping separate accounts of their restaurant and their hotel activities.

Three of the thirteen co-operative boarding house societies from whom we have obtained statistical information own no real estate, while the total value of the real estate owned by the ten other boarding house societies amounted at the end of 1926 to \$167,308.50. Four of the societies own real estate to the value exceeding in each case \$15,000.00, and one society (The Co-operative Toivo Co. of Detroit, Mich.), shows a real estate value of \$56,788.45.

Twelve of the thirteen societies employ a full-time manager. Only one boarding house (The "Workers' Home" of Ironwood, Mich.), is managed by a part-time manager. In three cases the manager is receiving less than \$50.00 a month plus his board and room. In the case of four societies the manager's compensation varies from \$60 to \$75, plus free room and board. In four cases the manager is paid \$100.00 a month plus free room and board, while in one instance he receives \$160 a month besides a free room and board. In the last-mentioned instance the manager is called to take care of a business amounting to a little over \$100,000 a year.

In the coming year the Northern States Co-op. League expects to pay closer attention than heretofore to this branch of the consumers' co-operative movement in the United States. We hope to be able to present to our Yearbook readers next year more comprehensive and more accurate information in regard to the Finnish co-operative boarding houses and hotels.

List of Finnish Co-operative Boarding Houses and Hotels in United States and Canada

MINNESOTA

Aurora	Co-op. Boarding House "Jukola"
Biwabik	Co-op. Boarding House "Toivola"
Bovey	Kunto Club
Brainerd	Vankala Company
Buhl	Co-op. Boarding House "Rentola"
Chisholm	Co-op. Boarding House "Pyrintö"
Cloquet	Toivola Company, 1106 Ave. F.
Crosby	Imatra Club, Box 27
Duluth	Co-op. Boarding House "Koitto (People's Hotel), 246 S. Lake Ave. The Rentola Company, 4 N. 59th Ave. W.

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	Toverila Company, 108 E. First St.
Ely	Junula Boarding Company, Box 1067
Eveleth	Tarmo Trading Association, 426 Monroe St.

Etc

Published in the *Fourth Yearbook of the Northern State's Co-operative League. An Annual of Consumers' Co-operatives in the North Central States of the U. S. A., 1928, p. 259-263.*

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Appendix J

Spruce-Adams Mine, Eveleth

It appears that in 1910, Matti worked in the Spruce-Adams Mine in Eveleth. A few years before, in 1907, this article appeared in "The Eveleth News"⁷¹

The Eveleth News

Eveleth, Minnesota (St. Louis County)

Saturday, September 7, 1907

Making Up For Lost Time

Miners Digging in and Earning \$4 to \$5 a Day--Some Other Facts
A record high average of daily earnings was made at the Adams Spruce mine last month as the result of an effort on the part of the miners and trammers to make up for time lost during the strike.

Out of 22 contracts in the Spruce mine eight averaged \$4.75 and a dozen others averaged \$4.25. Earnings on all the contracts are very high, though the rate has not been advanced.

These facts are interesting when it is remembered that the Western Federation of Miners induced its members to strike for \$3.00 a day scale. Some other curious and interesting facts about earnings have come out as a result of the strike and talk about wages. For instance, some of the very men who struck for \$3.00 a day earned \$4.00 a day or more the month before they went out. Men who were shaking gopher holes with giant powder on the Adams stripping earned \$100 or more in June. High earnings were the rule at other mines. At the Genoa, now left idle, the average daily earning of miners for June was \$3.40 a day.

These high wages were of course made by miners and others using explosives and not by common laborers. The latter earned \$2.10 a day and that is the rate now in effect.

Two-ten a day is the daily wage of the men imported here after the strike was broken. Some of these men are living in some camps nestled down below the tracks of the Adams stripping, out of view from the workings, and shielded in other directions by some fine tall pines on the Gross eighty. The statement that these men are the scum of the earth was found to be untrue by the writer Thursday afternoon when he visited them in their camps and talked with them. On the contrary the new-comers are very prepossessing in appearance and apparently are capable of becoming good citizens. They are Germans, Belgians, Poles, Romanians, etc., hailing from northern and central Europe. They are robust, healthy appearing men. One who was met Thursday was diligently studying the English language. Asked where he came from, he said New York, asked what country he said Belgium. Further inquiries resulted in the information that he had worked on electrical machinery in the old country. Their leaders have told Capt. HELPS that they are anxious to remain here and through him sent telegrams to have fifty more of their friends start at once from New York for this place. They are very decently housed and are boarded by the company on good grub at \$4.00 a week.

⁷¹ accessed 19 February 2002, <http://www.newspaperabstracts.com/MN/StLouis/1907/SEP.html>

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The Mesabi Range. A panoramic view of the Shenango iron mine, ca. 1910. Beginning in 1892, the rich Mesabi Range in northern Minnesota was a major source of high--grade iron ore.⁷² Though this isn't a mine that our ancestors worked (as far as we know), it is located in the same region and is probably similar to what they would have seen.



⁷² accessed 19 February 2002, <http://www.nara.gov/nara/nn/nns/amwest.html>

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Appendix K

Alien Registration, Minnesota

Though Matt Blom was killed just before this program, there is a chance that brother John participated. If not, it's just an interesting piece of MN history!

“In my search for immigrant ancestors, I have come across an interesting document on many of them. I have not seen these mentioned for other states, but in Minnesota, any immigrants who were not naturalized by Feb., 1918, had to complete an Alien Registration and Declaration of Holdings form.

This form is interesting in that it had 35 questions to be completed by the registrant, including the basic name, address, birth date and place. Also recorded were the place and ship of arrival, occupation and whether or not the person wrote or spoke English. One question required names and ages of any living children, another whether there were any relatives with any foreign army warring with the US and its' allies, and yet another whether the individual filed for the WWI draft, whether the first papers were filed or not and if not, why. The individual also was requested to list any property owned by them outside of the state, and then list anything of monetary value they presently owned.

I have found this form to be helpful in gaining some insight into some of my ancestors. I do not know whether these were filed in other states, although I have been told that NARA has Alien Registration cards--they do not contain as much personal info as these registration forms do from what I read. The forms were processed under the Commission of Public Safety and were to be forwarded to the State Auditor, at least in Minnesota. I found mine at the MN Historical Society, indexed by county. I believe I also saw them at the Ironworld Research Center in Chisholm, but this may be for only the northern part of the state.

If you found your ancestors on the 1920 census, and know that they arrived before 1918 and they stated on the census that either they're still alien (AL) or filed first papers (PA), then there is a good chance that one of these registrations would be on file.”⁷³

⁷³ accessed 20 February 2002, <http://www.rootsweb.com/~muredlak/alien.htm>

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Appendix L

Jaakko and Children and their travels to America

Using some new (because just found) and old (because originally received in 1991!) data ... some more research into the Blom family was possible.

Known

Jaakko, son of Matti, went to America c 1897 & died in America 1.11.1916

Johannes, son of Jaakko, went to America 11.5.1914

[author's note: this would indicate that Jaakko had returned to Finland sometime before 1914]

Matti, son of Jaakko, went to America 23.2.1910

Aina Susanna, daughter of Jaakko, went to America 15.3.1926

What Discovered

It would seem that Jaakko would have had to America after 1914, when son John Traveled over! Unfortunately, the Finnish Passenger Records do not cover 1915-1920.

John Aho, 18, from Ylistaro Finland, Traveled the Aquitania from Liverpool To New York, arriving June 26, 1914. John's father was Jaako Aho (Ylistaro). John Was traveling to Monesson PA to join his Brother Matti Aho who lived on Motherall Ave in Monesson PA

Finnish Passenger Information shows that a Matti Aho, 20, sailed from Hanko to Monessen, PA on 16.03.1910, via Liverpool on the American Line ... some Further research shows that the American Line traveled between Liverpool and Philadelphia. Not currently possible to research further.

Since the Ellis Island Records only go to 1924, it's not possible at this time to pursue this except that a search of Finnish Passenger Records at the Institute of Migration, shows that Aina, her husband And Family all emigrated to New York from Southampton on the Homeric which

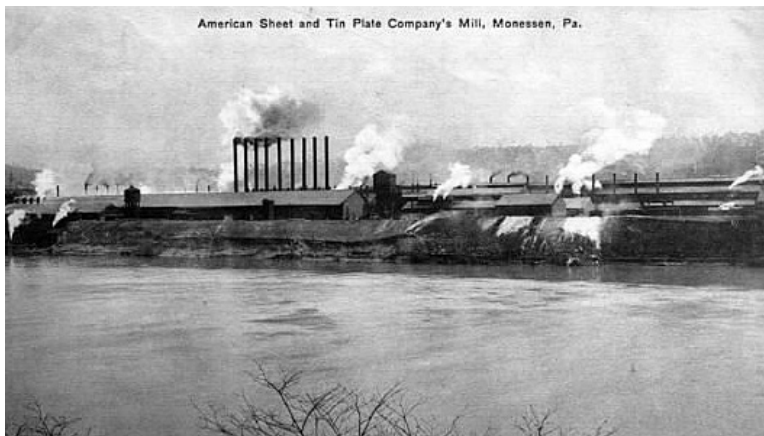
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Departed England on 15.07.1926

When one can't find information on the people, find information on the community!⁷⁴

“From its birth, Monessen was peopled with immigrants. The growing community and its industry were jigsawed into ethnic pockets. While the bosses, mainly Germans and Anglo-Saxons, lived on McKee and Parkway, by 1910, 48% of the community was "foreign" (counting their children they formed 72% of the population). The Finns and Swedes lived on Clarendon and Motheral avenues. The Finns worked mainly in the Tin Mill, while the Swedes were also in the finishing and field fence departments of Pittsburgh Steel Company. The Croatians lived in Wireton near the Charleroi-Monessen Bridge and worked in the wire and bundling rooms of Pittsburgh Steel. The hearty Russians lived on East Schoonmaker and up the hill on the cross streets like Manown and worked in the Blast Furnace Department and Nail Mill of Pittsburgh Steel. The southern Italians lived on Morgan and Highland avenues (which eventually became the African-American district), while the Northern Italians lived on Knox Avenue and Ninth Street. The majority worked the labor gang of Pittsburgh Steel. The Greeks lived on Schoonmaker Avenue around 12th Street and worked mainly as painters and maintenance men at Pittsburgh Steel. While Pages, the other major mill in Monessen, employed mainly Poles and Italians. The Poles lived in the Second Ward, around Linden Avenue. Thus began a

long history of segregation.”



This could be the tin mill referenced above!⁷⁵

⁷⁴ accessed 21 August 2002, <http://users.telarama.com/~cass/Monessen.html>

⁷⁵ accessed 21 August 2002, http://freepages.history.rootsweb.com/~jmolney/new_page_176.htm