

Family History

**Magdalene Sofie Mørk (Mørck, Mørch) Andersen<sup>1</sup>**

**Birth:**

**July 23, 1893<sup>2</sup>** in Borup Hede, Vrå Sogn (Parrish), Børglum Herred. Magdalene Sofie **Mørk** was baptized September 3, 1893, in Vrå, Hjørring, Denmark. Witnesses to the baptized were Christian **Mørk** Nikolajsen, Marinus Steffensen, Christen Møller and Anna Kirsten Mølle.<sup>3</sup>

48		Fødte		
Nr.	Fødselsaar og Datum.	Hvor født? (Paa Landet: Byen, Sognet og Herredet. Har Gaarden eller Huset særegt Navn, bør det anføres. I Købstad: Købstaden og tillige Sognet, hvis der i Byen er mere end 1 Sogn, samt derhos altid Gaden og Husnummeret.)	Barnets fulde Navn.	Forældrenes fulde Navn efter Forevisning af Døbe- eller i alt Fald Vielsesattest eller ved Eftersyn i Kirkebogen; deres Stilling og Bopæl; samt for Moderens Vedkommende Angivelse af hendes Alder med det fyldte Aar. (Barnets ægte Fødsel maa altid dokumenteres ved Vielsesattest eller Eftersyn i Kirkebogen.)
11.	1893 d: 23 juli	Borup Hede Vrå Sogn Børglum Herred	Magdalene Sofie Mørk.	Herrmand Nikolaj Mørk og Hustru Anna Marie Larsen af Borup Hede.  29 Aar

<sup>1</sup> Throughout records, the family name is reported at Mørk, Morck, and Mørch. It is thought that there are actually only two lines – Mørk/Mork and Mørch/Morch. The version “Morck” may have been created when persons immigrated to Canada/United States of America. Source: Henrik Schautau. April 23, 2022, from Muriel Steffenson. The different spellings of the same last name can simply be the mood of the priest at the time as to how he chose to spell the name when documenting the name of the baby. Danes with the same last name can descend from the same forefathers even if the spelling is not the same.

<sup>2</sup> Source: Ancestry.com: U.S., Social Security Death Index, 1935-2014 and Michigan, Death Index, 1971-1996.

<sup>3</sup> Source: Ancestry.com: Denmark, Church Records, 1812-1918, page 48, image 39 of 157. August 2020.

Kvindekøn.			
Daabsdagen.	Hvem der har foretaget Daabs- handlingen, og om den er fore- tagen i Kirken eller hjemme. Ved Hjemmedaab anføres til- lige Datoen for Fremstillingen i Kirken.	Faddernes fulde Navn, Stilling og Bopæl.	Anmærkninger. (Her anføres blandt andet, hvad der vedkommer Be- stemmelsen af Barnets Fødehjemstedsret.)
d. 3 <sup>de</sup> Septbr. 1893.	Dabt af præsten i Kirken	Herrmand Christian Mørk Nikkopjævn af S. Vrå. Her- mand Marinus Steffensen af Hestrup. Herrmand Kristen Møller Kirsten Anna Kirsten Møller af Luidstrup. Moderen Lars solo Møller.	

## Immigration

### Traveling alone or with others?

It does appear that Magda probably did not travel alone, as on the various passenger lists of the vessel and those heading to Canada, there are three persons listed close together (passengers 23, 25 and 26 on the SS New York Passenger List) from Skivum. Whether she left Skivum with these two men, Lars K. Nielsen, and Kristian M. Kristensen, or met up with them along the way, they did leave Southampton on the same ship and were closely noted together on the passenger lists.

### Sailing:

Magdalene left Denmark in March 1910 for England and she spent about a month in Liverpool waiting for passage to Quebec, Canada, but could not get out.<sup>5</sup> Shown below is one attempt to sail, this time on the SS Merion, sailing from Liverpool to Philadelphia, leaving on April 6, 1910. Unfortunately, it appears she was one of many passengers (including Lars K. Nielsen and Kristian Kristensen) to be rejected from the voyage. See below for contract numbers 13655-13656-13657.

<sup>4</sup> Source: Ancestry.com: Denmark, Church Records, 1812-1918, page 48, Image 39 of 157. Also available in Danish Family Search.

<sup>5</sup> Source: Gregg Andersen interview with Magda Andersen.

Name of Ship Merion Date of Departure April 6<sup>th</sup> 1910 Where bound Philadelphia Port of Departure Liverpool  
 Steamship Line. AMERICAN

NAMES AND DESCRIPTIONS OF ALIEN PASSENGERS.

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

Port of Embarkation <u>Liverpool</u> Contract Ticket Number.	NAMES OF PASSENGERS	Class (Whether 1st, 2nd or 3rd.)	Age			Profession, Occupation or Calling of Passengers.	Adults of 12 years and upward.				Children between 1 and 12.				Nationality. (Country of which Citizen or Subject.)	Arrival in United Kingdom		Port at which Passengers have contracted to land.
			Adults	Children	Infants		Accompanied by husband or wife.		Single or unaccom- panied by husband or wife.		Males		Females			Port.	Steamship Line.	
							Males	Females	Males	Females	Males	Females	Males	Females				
13642.	✓ Nicola Vano	2nd.	1			Labr		31										<u>Phil</u>
3.	✓ Israel Bernstein	✓	1					28										✓
4	✓ Carl Brodianski	✓	1			Farmer		29										✓
	✓ Lute	✓	1			wife		28										✓
5	✓ Anna Trabantzen	✓	1			Labr		24										✓
6	✓ Wincenty Sannoga	✓	1			Labr	43											✓
	✓ Michalina	✓	1			wife		41										✓
	✓ Stanislaw	✓	1			maid			17									✓
	✓ Jozefek	✓	1			child			9									✓
	✓ Jozefek	✓	1						7									✓
7.	✓ A. Suezor	✓	1			wife		31										✓
	✓ M.	✓	1			child			10									✓
	✓ M.	✓	1															✓
	✓ Janke	✓	1															✓
	✓ Philip D. Wallahane	✓	1			Labr		24										✓
9.	✓ Axel Ahlganson	✓	1					20										✓
13680	✓ Waldar Peterson	✓	1					23										✓
1	✓ Arne Abrahamson	✓	1					21										✓
2	✓ Oscar Wallin	✓	1					22										✓
<del>3</del>	<del>Sen. Hakonson</del>	<del>✓</del>	<del>1</del>					<del>28</del>										<del>✓</del>
<del>4.</del>	<del>Carl Hermandson</del>	<del>✓</del>	<del>1</del>					<del>21</del>										<del>✓</del>
<del>5.</del>	<del>Christian Kristensen</del>	<del>✓</del>	<del>1</del>					<del>19</del>										<del>✓</del>
<del>6.</del>	<del>Lars K. Kristensen</del>	<del>✓</del>	<del>1</del>					<del>18</del>										<del>✓</del>
<del>7.</del>	<del>Margdland Morch</del>	<del>✓</del>	<del>1</del>					<del>16</del>										<del>✓</del>
<del>8.</del>	<del>Christan Madson</del>	<del>✓</del>	<del>1</del>					<del>19</del>										<del>✓</del>
<del>9.</del>	<del>Niels Petersen</del>	<del>✓</del>	<del>1</del>			Farmer	34											<del>✓</del>
<del>10.</del>	<del>Hilda A.</del>	<del>✓</del>	<del>1</del>			wife		<del>32</del>										<del>✓</del>
<del>13660.</del>	<del>Jozef Lutek</del>	<del>✓</del>	<del>1</del>			Labr		<del>20</del>										<del>✓</del>
<del>1.</del>	<del>Thomas Dondardi</del>	<del>✓</del>	<del>1</del>					<del>19</del>										<del>✓</del>
<del>2.</del>	<del>Peter Christensen</del>	<del>✓</del>	<del>1</del>					<del>28</del>										<del>✓</del>
<del>3.</del>	<del>Mina Petersen</del>	<del>✓</del>	<del>1</del>			maid				23								<del>✓</del>
<del>4.</del>	<del>Edwin Frid</del>	<del>✓</del>	<del>1</del>			Labr		<del>21</del>										<del>✓</del>
<del>5.</del>	<del>Hans O. Nielsen</del>	<del>✓</del>	<del>1</del>					<del>18</del>										<del>✓</del>
<del>6.</del>	<del>Peter S. Snyge</del>	<del>✓</del>	<del>1</del>					<del>20</del>										<del>✓</del>
<del>7.</del>	<del>Carl Sorenson</del>	<del>✓</del>	<del>1</del>					<del>24</del>										<del>✓</del>
<del>8.</del>	<del>L. Ahnsson</del>	<del>✓</del>	<del>1</del>					<del>21</del>										<del>✓</del>
<del>9.</del>	<del>Rebecca Mullert</del>	<del>✓</del>	<del>1</del>			maid				22								<del>✓</del>
13670	✓ Philip Bennis	✓	1			Labr		40										✓
1	✓ Olaf Holstedt	✓	1			Farmer	44											✓
✓	✓ Helene	✓	1			wife		38										✓
✓	✓ Helge	✓	1			maid			17									✓
✓	✓ Hans	✓	1			child				11								✓
✓	✓ Eita	✓	1								10							✓
✓	✓ Hedda	✓	1								4							✓
✓	✓ Erlang	✓	1								3							✓
✓	✓ Henrik	✓	1			Labr						1 1/2						✓
2.	✓ Emilie Jacobson	✓	1			Labr		28										✓
			37	9	1			4	4	24	5	5	4	1				

In the case of First Class Passengers this column need not be filled up.

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8727/255/2/1/15

<sup>6</sup> Source: Ancestry.com: UK and Ireland, Outward Passenger Lists, 1890-1960, image 813 of 1370.

**SALOON, CABIN, AND STEERAGE ALIENS MUST BE COMPLETELY MANIFESTED.**

**LIST OR MANIFEST OF ALIEN PASSENGERS FOR THE UNITED STATES**

Required by the regulations of the Secretary of Commerce and Labor of the United States, under Act of Congress approved February 20, 1907, to be delivered to the U. S. S. *Meron* sailing from *Liverpool* April 6<sup>th</sup> 1910

No. on List	NAME IN FULL		Age	Sex	Married to	Calling or Occupation	Able to Read, Write	Nationality (Country of which citizen or subject.)	Race or People	*Last Permanent Residence		The name and complete address of nearest relative or friend in country whose alien came.	Final Destination	
	Family Name	Given Name								Country	City or Town		Date	City or Town
1	Solvason	Knut	41	M		Labr	yo	IN TRANSIT	Norwegian	Norway	Storpe	Father: Solve Mo-Bakke	Alb	Washburn
2	Ovendsen	Mary E	19	F			yo	IN TRANSIT	Norwegian	Myrdalen		Father: Carl Ovendsen	Coak	Regina
3	Jorgensen	Olaf	17	M			yo	IN TRANSIT	Norwegian	Myrdalen		Father: Jommo Jorgensen		
4	Stenersen	Pauline	43	F		Wife	yo	CITIZEN OF CANADA				Father: Jommo Stenersen		Laford
5		Nario Pt	8	F		Child	yo	CITIZEN OF CANADA				do		
6		Ona K	4	F			yo	CITIZEN OF CANADA				do		
7	Svensen	Carl O	25	M		Labr	yo	Norwegian	Swedish	Fargeregol		Father: Johannes Svensen	Que	Montreal
8	Johansen	Syvst O	40	M		Labr	yo	Norwegian	Norwegian	Drammen		Son: Johannes Johansen	Coak	Bethman
9		Ida M	10	F		Child	yo	IN TRANSIT				do		
10	Johansson	Eldolf J	28	M		Baker	yo	Norwegian	Swedish	Bornhus		Son: P. S. Anderson	Bran	Winnipeg
11	Jacobson	John							Norway					
12	Johansen	John							Norway					
13	Johansen	John							Norway					
14	Forsberg	Axel	22	M		Labr	yo	Norwegian	Norwegian	Bodden		Father: Carl Forsberg	Coak	Evans
15	Marvaldsen	Nakans	19	M		Labr	yo	Norwegian	Norwegian	Christiana		Father: Solve Marvaldsen	Wife	Hayward
16	Abrahamson	Abriel	29	M		Labr	yo	Norwegian	Norwegian	Sweden		Father: Solve Abrahamson	Wife	Duluth
17	Peterson	Walfrid	28	M		Labr	yo	Norwegian	Norwegian	Sweden		Father: Solve Peterson		
18	Abrahamson	Swante	21	M		Labr	yo	Norwegian	Norwegian	Sweden		Father: Solve Abrahamson		
19	<del>Stad</del>	<del>John</del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>
20	<del>Stad</del>	<del>John</del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>
21	<del>Stad</del>	<del>John</del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>
22	<del>Stad</del>	<del>John</del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>
23	<del>Stad</del>	<del>John</del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>
24	<del>Stad</del>	<del>John</del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>
25	<del>Stad</del>	<del>John</del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>
26	<del>Stad</del>	<del>John</del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>
27	<del>Stad</del>	<del>John</del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>
28	<del>Stad</del>	<del>John</del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>
29	<del>Stad</del>	<del>John</del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>
30	<del>Stad</del>	<del>John</del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>

7

Of the 18 persons rejected/crossed out on this list, nine do sail on the SS New York leaving Southampton on April 9, 1910.<sup>8</sup> See below for contract numbers 1950-1951-1952.

<sup>7</sup> Source: Provided by Donna Savage August 2020: from Ancestry.com: Pennsylvania, Passenger and Crew Lists, 1800-1962, image 567 of 591, on Passenger list page 35 of 53 pages.

<sup>8</sup> A manual check was performed on each of the eighteen passengers in Ancestry.com to determine if the passenger sailed on the SS New York.

Name of Ship *New York*. Date of Departure *April 9* 1910. Where bound *New York*. Port of Departure *Southampton*  
 Steamship Line, *American*

**NAMES AND DESCRIPTIONS OF ALIEN PASSENGERS.**

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

Port of Embarkation. LIVERPOOL. Contract Ticket Number.	NAMES OF PASSENGERS.	Class (Whether 1st, 2nd or 3rd.)	Children			Profession, Occupation or Calling of Passengers.	Adults of 12 years and upward.				Children between 1 and 12.				Nationality. (Country of which Citizen or Subject.)	Arrival in United Kingdom		Port at which Passengers have contracted to land.
			Adults.	Infants.	Males.		Females.	Males.	Females.	Males.	Females.	Males.	Females.	Port.		Steamship Line.		
																	Accompanied by husband or wife.	
<i>16.</i> 1948	<i>Peter Hakonsson</i>	<i>3<sup>rd</sup></i>	<i>1</i>			<i>Engineer</i>		<i>25</i>										<i>New York</i>
1949	<i>Carl Hennstrom</i>	<i>✓</i>	<i>1</i>			<i>Labourer</i>		<i>21</i>										<i>✓</i>
1950	<i>Miriam M. Hakonsson</i>	<i>✓</i>	<i>1</i>			<i>do</i>		<i>19</i>										
1951	<i>Lars Nielsen</i>	<i>✓</i>	<i>1</i>			<i>do</i>		<i>18</i>										
1952	<i>Margaret Mocala</i>	<i>✓</i>	<i>1</i>			<i>Domestic</i>		<i>16</i>										<i>AOB</i>
1953	<i>Christian Madsen</i>	<i>✓</i>	<i>1</i>			<i>Labourer</i>		<i>19</i>										
1954	<i>Ruth Pettersen</i>	<i>✓</i>	<i>1</i>			<i>do</i>	<i>34</i>											
<i>✓</i>	<i>Hilda do.</i>	<i>✓</i>	<i>1</i>			<i>Housewife</i>	<i>32</i>											
1955	<i>Josef Riel</i>	<i>✓</i>	<i>1</i>			<i>Seaman</i>		<i>25</i>										
1956	<i>Karinien Kordundi</i>	<i>✓</i>	<i>1</i>			<i>Labourer</i>		<i>19</i>										
1957	<i>Peter Christensen</i>	<i>✓</i>	<i>1</i>			<i>do</i>		<i>25</i>										

The ship company sent Magda to Southampton where ships were bound for the United States. Magda was able to arrange passage out of the port of Southampton on the ship SS New York to New York, leaving Southampton on Saturday, April 9, 1910, and arriving at Ellis Island in New York on Saturday, April 16, 1910.<sup>10</sup>

This may have been the reason: During the first part of the 20th century, Liverpool continued to expand, pulling in immigrants from Europe. This period marked the pinnacle of Liverpool's economic success when it regarded itself as the "second city" of the British Empire. At the same time, economic changes began in the first part of the 20th century, as falls in world demand for the North West's traditional export commodities contributed to stagnation and decline in the city. It became an era of enormous turbulence and unrest – of strikes and riots, most notably Liverpool's General Transport Strike of 1911, which involved dockers, railway workers and sailors, as well as other trades. It paralyzed Liverpool commerce for most of the summer of 1911 and beyond. For example, the maiden voyage of *Titanic* in April 1912 was originally planned to depart from Liverpool, as Liverpool was its port of registration and the home of its owners White Star Line. However, it was changed to depart from Southampton instead.<sup>11</sup>

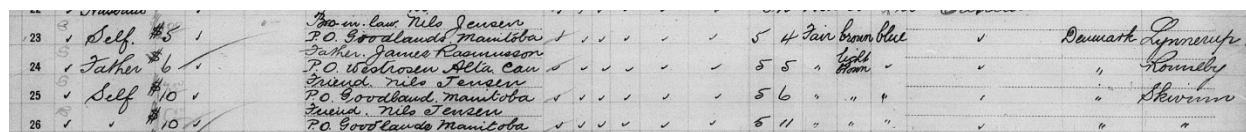
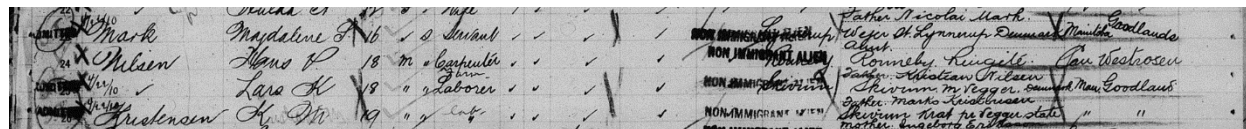
## *Ellis Island*

***The List or Manifest of Alien Passenger for the United States Immigration Officer at Port of Arrival:***

<sup>9</sup> Source: Ancestry.com: UK and Ireland, Outward Passenger Lists, 1890-1960, image 340 of 349. August 2020.  
<sup>10</sup> Source: As told by Magda to Greg Andersen as in a document titled "Family Summary, Ruth Kudich, 1986. July 2020.  
<sup>11</sup> Source: Wikipedia and [www.liverpooecho.co.uk/news/liverpool-news](http://www.liverpooecho.co.uk/news/liverpool-news). July 2020.

The next source of information regarding Magdalene’s voyage is in the New York Passenger Arrival Lists (Ellis Island), 1892-1924. From 1892 to 1924, almost all immigrants entered the United States through the port of New York. When passengers arrived at Ellis Island, they were asked a series of questions designed to determine whether they would be able to support themselves and did not have any health problems. The information was supplied by the immigrant or a traveling companion (usually a family member).

This document For Steerage Passengers provides information on the three passengers from Skivum, all going to Niels Jensen in Goodlands, Manitoba:



12

Magdalene: Passenger #23, had a ticket to her final destination, had paid for the voyage herself, possessed \$5.00 (upon arrival in the United States), had not been in the United States before, and was going to her Brother-In-law Nils Jensen in Goodlands. Listed last name as “Mark”.

She is 16 years old, single, with an occupation of “servant”, from Wejer St., Lynnerup, and her father is Nicolai Mark. Magda is 5 feet 4 inches in height, has a fair complexion, brown hair, and blue eyes.

Lars K. Nielsen: Passenger #25, had a ticket to his final destination, had paid for the voyage himself, possessed \$10.00, had not been in the United States before, and was going to his friend Nils (Tensen) Jensen in Goodlands. He is 18 years old, single, with the occupation of “carpenter”, from Skivum, M Vegger, and his father is Kristian Nilsen. Lars is 5 feet 6 inches in height, fair complexion, light brown hair, and blue eyes.

Ultimately, Lars Kristian, at age 21, filed on July 2, 1913, his Declaration of Intention to become a citizen of the United States in Glasgow, Valley County, Montana. He is 5 feet 9 inches, weight of 150 pounds, blonde hair, and blue eyes. He was born in Skivum on March 13, 1892.<sup>13</sup> On July 9, 1917, he completed a Petition for Naturalization in Dawson, Montana.<sup>14</sup> On June 3, 1918,

<sup>12</sup> Source: FamilySearch: New York Passenger Arrivals (Ellis Island), 1892-1924, Roll 1454, vol 3200-3202, 15 Apr 1910, image 1115 and 1116 of 1176, page 19 of the Manifest. April 20, 2021. When passengers arrived at Ellis Island, they were asked a series of questions designed to determine whether they would be able to support themselves and did not have any health problems.

<sup>13</sup> Source: Ancestry.com: Montana, county Naturalization Records, 1867-1970, Montana State historical Society, Helena, Montana, Declaration of Intention, 1910-1918, Declaration Number 1224.

<sup>14</sup> Source: Ancestry.com: Montana, County Naturalization Records, 1867-1970, Montana State Historical Society, Helena, Montana, Petition and Record, 1915-1920, Declaration Number 1223.

he completed a Petition for Naturalization in Camp Lewis, Washington where he was a soldier.<sup>15</sup> In 1953, he is shown sailing on the ship Stavangerfjord from Denmark to New York at age 60, married, and living in Fraser, Montana.<sup>16</sup> An obituary dated May 14, 1970 in Billings Montana, stated Kristen, age 78, and married in 1922, a resident of Wolf Point had passed. His spouse was MA Turner.<sup>17</sup>

*K. M. (Kristian) Kristensen:* Passenger #26, had a ticket to his final destination, had paid for the voyage himself, possessed \$10.00, had not been in the United States before, and was going to his friend Nils (Tensen) Jensen in Goodlands.

He is 19 years old, single with the occupation of “farm laborer”, from Skivum Krat pr Vegger state, and his father is Marks Kristensen. K. M. is 5 feet 11 inches in height, fair complexion, light brown hair, and blue eyes.<sup>18</sup> No information has been found regarding Kristen’s life after arriving.

### **The Canadian Passenger List<sup>19</sup>**

This collection includes an index and images of ships' passenger lists (also known as ships' manifests or seaport records of entry). It contains records for the ports of:

Quebec City, 1900-1921

Halifax, 1881-1922

Saint John, 1900-1912

North Sydney, 1906-1912

Vancouver, 1905-1912

Victoria, 1905-1912

*New York, 1906-1912*

Eastern US Ports, 1905-1912

The lists for United States ports include only those names of passengers who intended to proceed to Canada.<sup>20</sup>

As shown on this passenger list, Magdalene S Mork, a servant, Lars K. Nielsen, and Kristian M. Kristensen, both farm laborers, are all headed to Goodlands. Did Magda leave Denmark out of Le Havre France? The Canadian Passenger lists, 1865-1935 lists their departure port as Le Havre, France with arrival in New York, New York. Lars K. Nielsen and K. M. Kristensen, noted on this list as Kristian M Kristiansen, are also listed as leaving from Le Havre, France. This is an error in the records of the Canadian Passenger List which is now been misrepresented on various genealogy sites. However, the list does prove that all three were going to Goodlands.

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<sup>15</sup> Source: Ancestry.com: U.S., Naturalization Records, 1840-1957 of the U.S. District Court for the Western District of Washington, 1890-1957 Microfilm Roll 127, Microfilm serial M1542.

<sup>16</sup> Source: Ancestry.com: New York, Passenger and Crew Lists (including Castle Gardena and Ellis Island), 1820-1957

<sup>17</sup> Source: Newspapers.com Obituary Index, 1800s-current from *The Billings Gazette*.

<sup>18</sup> Source for all three passengers: FamilySearch New York Passenger Arrival Lists (Ellis Island), 1892-1924, Affiliate Film Number 1454, GS Film Number 1400138, Digital Folder Number 007673747, Image Numbers 01115 and 01116. Magdalene is noted on the passenger list as “Magdalena S. Mark”.

<sup>19</sup> Source: Ancestry.com, Canada, Arriving Passenger Lists, 1865-1935. April 20, 2021.

<sup>20</sup> Source: FamilySearch Wiki, May 1, 2022.

It may also be that the ship left Southampton and then stopped in Le Havre, France to pick up additional passengers.

**INSTRUCTIONS TO PURSERS.**—Each passenger should be given a card indicating the number of sheet and line on sheet his name is to be found on.

NEW YORK  
MAY 01 1910  
RECEIVED

No. of Passenger.	Amount of Cash. To be filled in by Immigration Agent at Port of Landing.	NAME OF PASSENGER.	AGE OF ADULTS		Children under 12 years of age.	ABLE TO		Married or Single.	No. of Passengers.	Profession, Occupation or Calling of Passengers.	Nation or Country of Birth.	Birth at Sea.	Death at Sea.	Place of ultimate destination of Passengers excepting Tourists and returned Canadians, who are to be so described.
			Male.	Female.		Read.	Write.							
<i>S/S New York (Continued)</i>														
3 <sup>rd</sup> class	14 50	Carimio Bogdanov	19			Y	Y	S	1	farm labr	Austria Pol			Grassett
	100 -	Annibale Picile	26			Y	Y	No	2	labr	Italy No			North Bay
	-	Margherita		20					4	wife	"			"
	30 -	Severino Pucello	16					S	5	labr	"			"
	46 -	Honore Darnety	29			No	No		6	farm labr	France			Vernon
	30 -	Louis Lacourt	32			Y	Y		7	Contractor	"			Edgely, Conn
									8					
<i>French Kiel S/S La Touraine from Havre Apr 9<sup>th</sup> - 1910 New York Apr 17 - 1910</i>														
2 <sup>nd</sup> class	30 -	Josef Kojancic	17			Y	Y	S	10	Labr	Austria Slavonia			Rosland, Me
	30 -	Johanna		21					11	At maid	"			Rosland
	25 -	Johann Likon	25						12	labr	"			"
	25 -	Pozar	25						13	"	"			"
	50 -	Franz Vodopivec	38						14	"	"			"

On the next page, listed as 3<sup>rd</sup> Class:

05		Hilda A. Nielsen	38						20	Wife				Kimberly Man.
2		Magdalene S. Mark	16					S	21	Servant				Goodlands
6		Hans P. Nielsen	18						22	Carpenter				Westroen Altn
13		Lars K.	18						23	farm labr				Goodlands, Minn.
15		Kristian M. Kristensen	19						24	"				"

21

At this point in time, the "Amount of Cash. To be filled in by Immigration Agent at Port of Landing" reports that Magda had \$2.00, Lars K. Nielsen - \$13.00, and Kristian M. Kristensen - \$1.50 or \$15.00. The differences in money amounts for the three passengers may be:

- Which document was completed first? When were the documents completed?
- What type of currency is being reported each time? Danish, United States, or Canadian?
- Did the three exchange their currency for another, resulting in a different cash amount?
- Were they victims of corruption at Ellis Island, either with money changers, or with inspectors who suggested favors could be received from a well-placed bribe.<sup>22</sup> Since the three were labeled as "LPC", they may have been encouraged to bribe their way off Ellis Island?

<sup>21</sup> Source: Ancestry: Canada, Arriving Passengers Lists, 1865-1935, page 58, image 50 and 51 of 132.

<sup>22</sup> Source: "Ellis Island - Gateway to the American Dream" by Pamela Reeves, Crescent Books 1991, page 43.



Aid organization came and vouched for the person or posted a bond for them.<sup>24</sup> Magdalene said that she was retained as she did not have sufficient funds and that she befriended a minister who helped her telegram Goodlands to have funds sent to her. Due to her month-long delay in leaving England, via Southampton instead of Liverpool, she had used up part of her travel funds.<sup>25</sup>

### 3. Actions of the Board of Special Inquiry

**Initial Hearing.** Most immigrants appeared at a brief hearing and were admitted after explaining their situation or producing a recent letter from a friend or relative at their destination. Others might not have the proof with them, so they would wait until someone came to testify in their behalf or sent a telegram.

In 1909, Federal Commissioner of Immigration William Williams unilaterally decided that all immigrants must show \$25 and railroad tickets to their destinations to gain admittance to the country. Commissioner Williams was forced to withdraw his order after immigrant aid societies protested vigorously. Still, Ellis Island inspectors often weighed the prospects of those without income or skills, particularly for women and children trying to rejoin husbands and fathers.<sup>26</sup>

The Board of Special Inquiry consisted of three Immigration Inspectors who heard testimony and accepted evidence. Immigrants usually had the opportunity to explain their situation and why they should be admitted to the United States. Between 1892 and 1924, ten percent or more of arriving immigrants were detained every day for a BSI hearing. Immigration Inspectors stationed at ports of entry often initially excluded immigrants under the “likely to become a public charge” LPC category because immigrants lacked funds or did not have friends or relatives nearby who could support them.<sup>27</sup>

Shown below is information from NARA indicating that no records may exist for Magda.

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<sup>24</sup>

<sup>25</sup> Source: Gregg Andersen interview with Magda Andersen.

<sup>26</sup> Source: History.com. August 2020.

<sup>27</sup> Source: The U.S. National Archives and Records Administration – INS Boards of Special Inquiry Records. April 2023.

BSIs typically overturned these exclusions if an immigrant aid society accepted responsibility for the immigrant. If the BSI affirmed their exclusion under any category, however, immigrants could appeal their case to the Commissioner-General of Immigration in Washington, DC.

The Immigration and Nationality Act of 1952 (66 Stat. 163 ) eliminated BSIs and instead established special inquiry officers to review and decide deportation cases.

## Records Overview

The National Archives and Records Administration (NARA) does not house records of all BSI hearings ever held. In most instances, the federal agency in charge of immigration—the Immigration and Naturalization Service (INS), now known as the U.S. Citizenship and Immigration Services (USCIS)—only preserved records of BSI appeals for eventual transfer to NARA. BSIs excluded and ordered the deportation of relatively few immigrants who had BSI hearings, and of those, even fewer appealed the decisions. Thus, NARA's records document only a small fraction of all immigrants who had a BSI hearing.

## Records Locations

BSI records are found in Record Group 85, Records of the Immigration and Naturalization Service. The majority of these records are housed at the National Archives Building in Washington, DC, with other INS headquarters-level records. Select BSI records from INS district offices have survived and are housed at NARA's field offices. These records are listed below, along with their National Archives Identifiers (NAIDs). Search the National Archives Catalog by the NAIDs for more detailed series descriptions.

Magda had immigrated to the United States, not to Canada as she had originally planned. No arrangements had been made to provide her with money for train fare in the United States. Through an Ellis Island interpreter who put her in touch with a Danish minister, she was able to get word to her brother Chris to send her money for the train fare. The money was wired and in three days she was able to proceed to Goodlands.<sup>28</sup>

Magdalene, Lars, and Kristen were all admitted into the country on April 22, 1910; Lars and Kristen at 11:45 and Magdalene at 1:00 PM.<sup>29</sup>

<sup>28</sup> Source: Gregg Andersen interview with Magda Andersen. August 2020.

<sup>29</sup> Source: FamilySearch: New York Passenger Arrivals (Ellis Island), 1892-1924, roll 1454, vol 3200-3202, 15 Apr 1910, images 1129 and 1130 of 1176.