

Hendrik and Everdina Winkels Immigration to America

By Jerry Winkel

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There are a number of histories dealing with the early years of Hendrik and Everdina. After traveling to the Netherlands trying to find various bakeries and churches, I developed an interest in their trip to Salt Lake City. This paper is focused specifically on the technical aspects of their migration to Zion.

Let's begin by following the facts we know about the trip. These statements come from family histories written by Thys Winkel, Dena Winkel Allen and Pauline Winkel Broadbent.

"I went visiting relatives--stayed with Father and Mother until we had to go to Rotterdam where we would go on the boat to England. There were three others that emigrated. The parting with Father and Mother was very hard. Mother was worried, but we made the trip very well."¹

"...they were happy to see the missionaries and saints who had gathered at the ship there to see them off and who sang the song, "Ye Elders of Israel," for them. They reached England where they found eighty emigrants who had come from Germany, Sweden, Denmark and England and who were all bound for the land of Zion--and the Temple."²

"With their three children they migrated to the United States, hopeful that all would be well for them. "The ten-day voyage from Rotterdam to Boston was uneventful."³ "We had ^ψEaster Sunday on the boat and a big testimony meeting was held, with some returned missionaries in charge, and it was very interesting. Several languages were heard."¹

"Dad, indeed, was a poor sailor."³ He "was seasick most of the time as were others but the children and myself were fine."¹

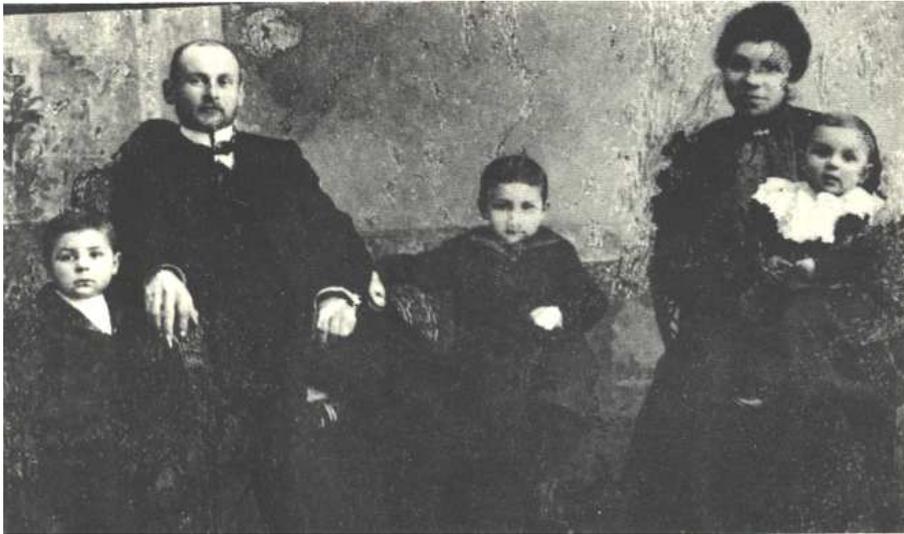
"Mother had her hands full with three little mischievous boys and the fourth one due in four months."²

"We took what was allowed in the line of dishes, bedding and carpets and it took some time when we landed to go through the custom officers. The trip across the States was not so nice as the boat trip as the children had to sit and sleep on the chairs."¹

"Depression set in and continued during the several days via train to Salt Lake City."

"Having but 25 cents in his pocket on arrival, he was a disheartened and discouraged man. No one understood their Dutch, and they understood no English whatsoever. Many times Dad has admitted to us, his children, that he would have returned to Holland were it not for the money problem."³

ψ From the Gregorian Calendar we find that Orthodox Easter in 1906 was celebrated on April 15th.
<http://www.smart.net/~mmontes/OrthEasttbl.html>



Hendrik and Everdina Winkel as they left Holland for America in 1906.²

“A telegram had been sent to the missionary who had baptized them but for some unknown reason it had never reached him and there was no one at the station to greet them. Picture if you can the little party at the station after having traveled under adverse circumstances for three weeks, Dad, Mother, Geert, Tone and Thys in their Dutch clothes, tired, dirty and discouraged and Mother's first impulse was to give way to hot blinding tears that came from sheer disappointment and exhaustion. There they stood in the station of a strange city--so different from their Holland. Was this Zion? To make matters worse they did not have a knowledge of how to speak in English.”²

The family did not go through Ellis Island on the New York route but through Boston. A search of the Ellis Island records shows that a Hendrik Winkel did go through Ellis Island but he had the middle initial “C” and it was 1923.⁴

The immigration record below clearly shows that the family landed on April 22, 1906. They were even kind enough to write down the other members of the party and their ages.

Group No. List No.
11-1346

Form 546
 Department of Commerce and Labor
 IMMIGRATION SERVICE

Name: Winkel Hendrik Age: 30
 and 4 members of family. E. Cornelia : 27
 Citizen of Holland Bert : 7
Antonie : 3
Thijs

Steamer: Cymric Line: White Star.

Date: APR. 22 . 1906. Boston.

Group No. 1-5 List No. 2nd of
11-1346

Form 546
 Department of Commerce and Labor
 IMMIGRATION SERVICE

Name: Winnie John Age: 21

Source: Taken from alphabetized immigration records microfilm 1324984.

I haven't researched it but I assume that the "Group Number" and "List Number" would allow you to find the names of the other 80 saints traveling to Zion. The descendents of these families would likely have additional details about the journey.

It is exciting to see the name of the ship that carried them to Boston. Since the Cymric was one of the largest ships in the world at that time a significant amount of information is available.

"Cymric was built in 1898 by Harland & Wolff at Belfast with a tonnage of 13096grt, a length of 585ft 6in, a beam of 64ft 4in and a service speed of 14.5 knots. Originally intended to be an enlarged *Georgic* she was altered during construction when the cattle space was omitted and the space increased for 3rd Class (Emigrant) accommodation. By this time the concept of carrying passengers on the outward trip and live cattle on the return had become unpopular especially in

public relations when terms like 'treated like cattle' were bandied about. Launched on 12th October 1897 she commenced her maiden voyage on the Liverpool to New York secondary service on 11th February 1898. Although slow in passenger ship terms she was very economical and her high passenger carrying capacity soon proved very profitable. On 1st January 1900 she made the first of two consecutive Boer War troopng voyages from Liverpool to Cape Town as *HM Transport No.74*.”⁵

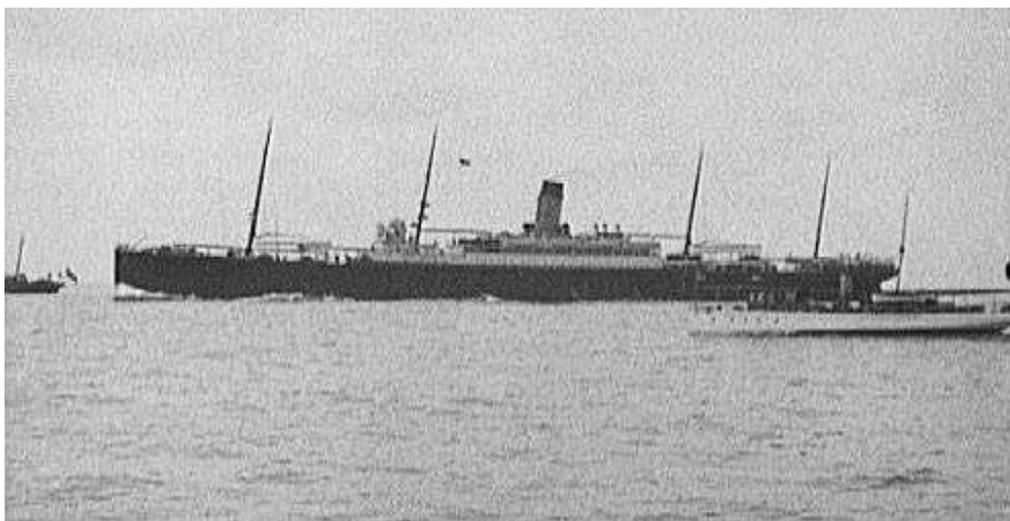
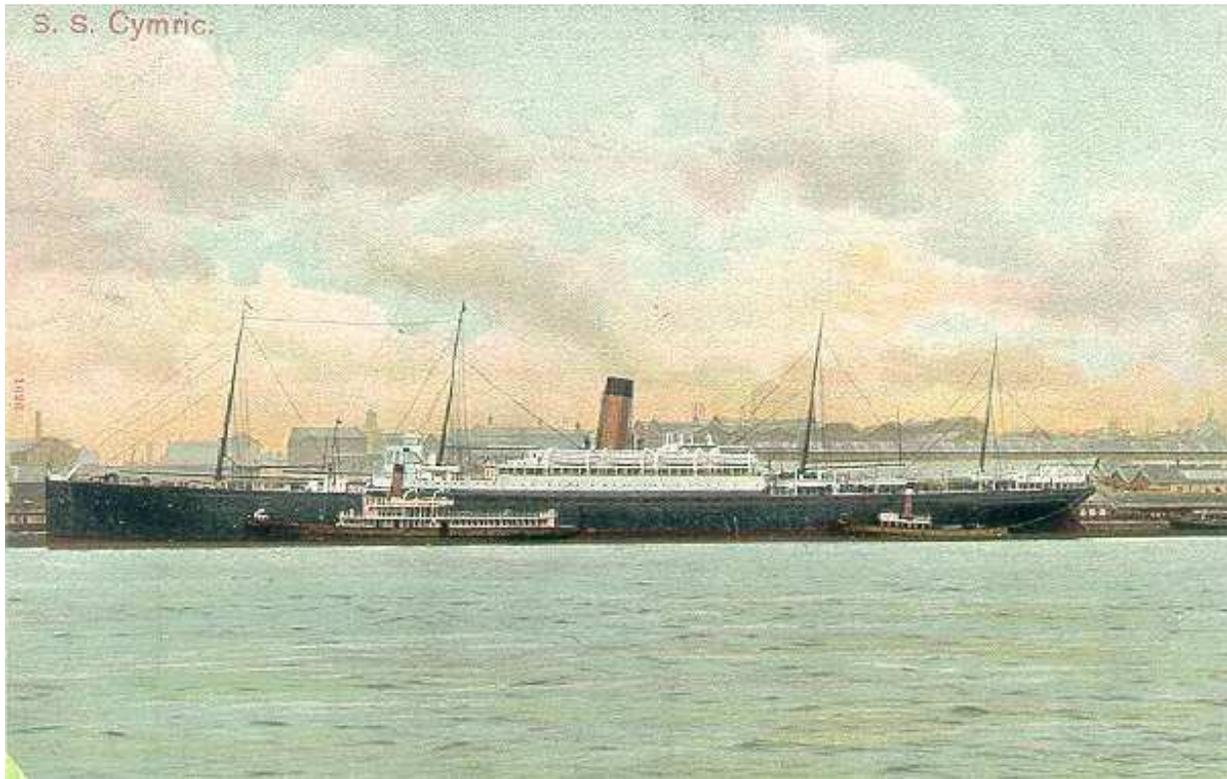
“The *Cymric* was White Star's largest ship and the fourth largest ship in the world. Then, in December 1903, when White Star took over the Dominion Line's Boston-Liverpool service, *Cymric* was transferred to that route.”⁶

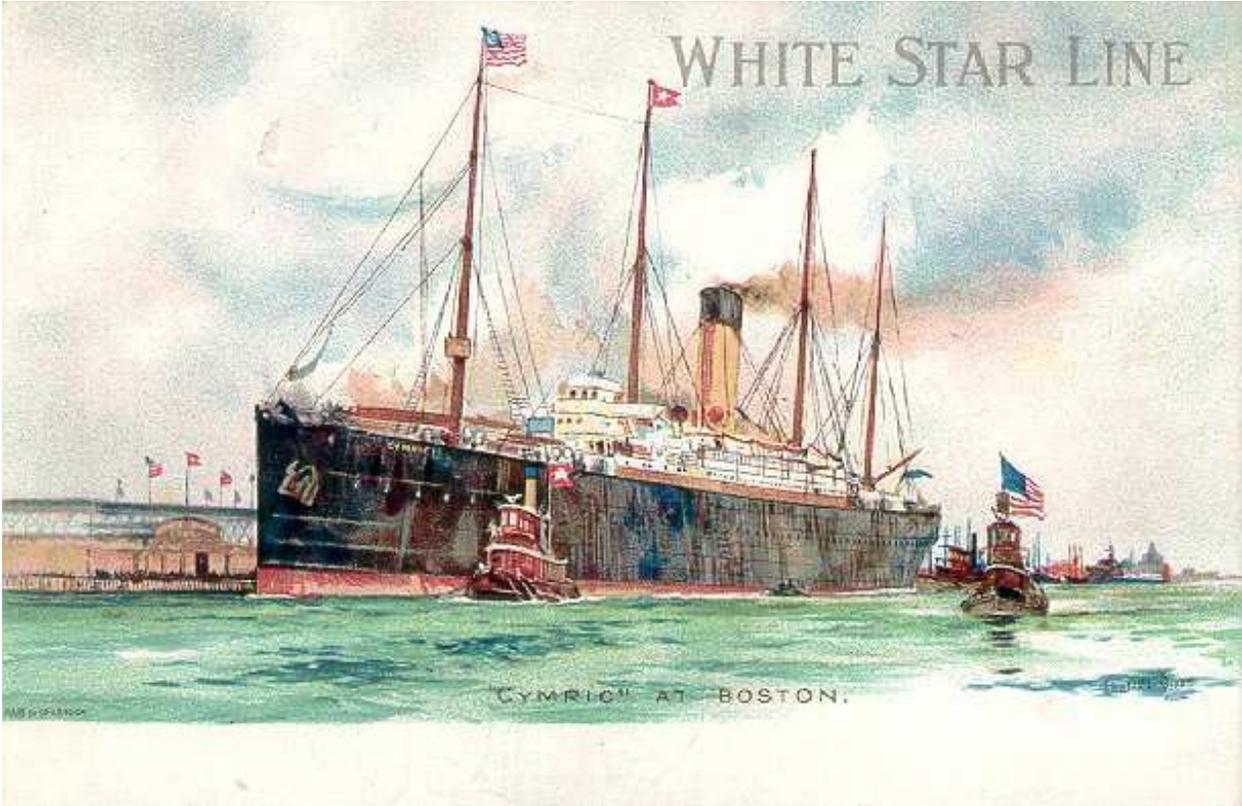
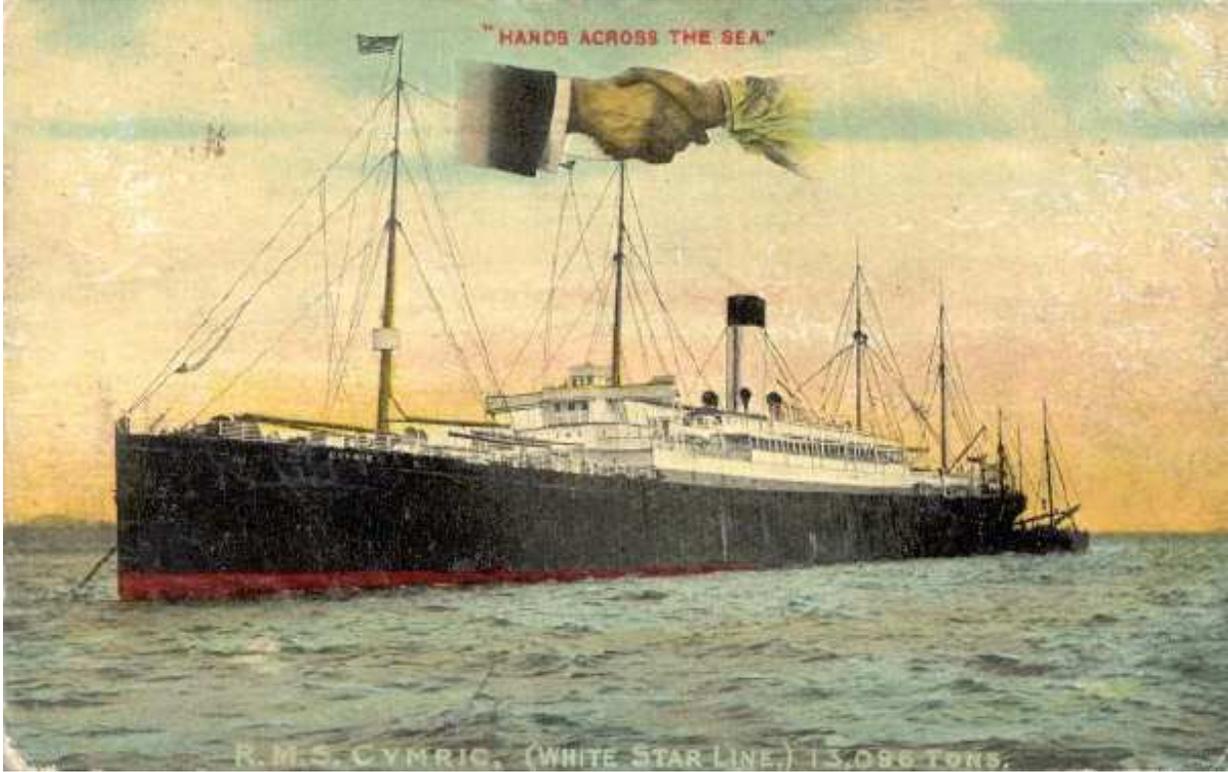
“On 20th December 1914 she returned to the Liverpool - New York service. On 29th April 1916 she sailed from New York bound for Liverpool fortunately with no passengers. At 4pm on May 8th she was torpedoed three times by *U-20* 140 miles west north west of Fastnet (See below for more information on Fastnet). Commanded by Cdr. Von Schiewger the *U-20* had in the previous year sank the *Lusitania*. The *Cymric* remained afloat until 3am on the following day. Five lives were lost (4 killed by the explosion and a steward lost when abandoning ship) and 105 persons were saved.”⁵

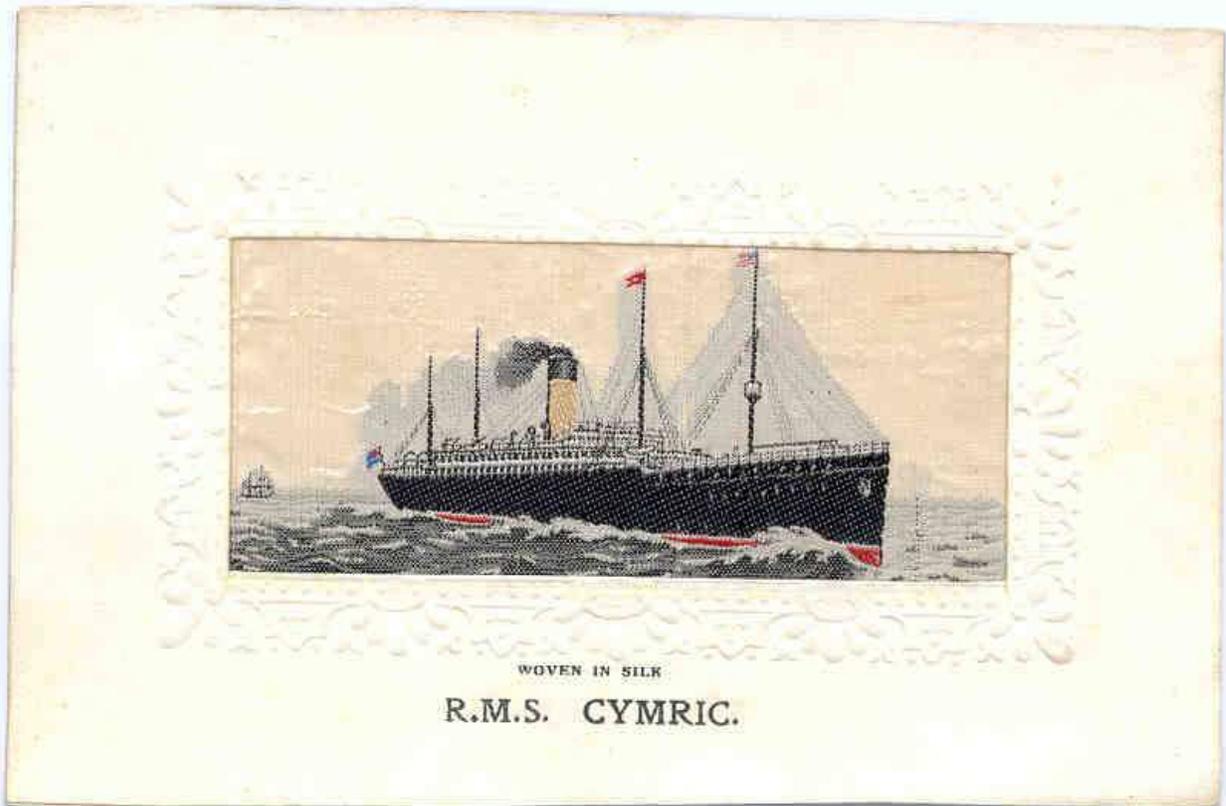
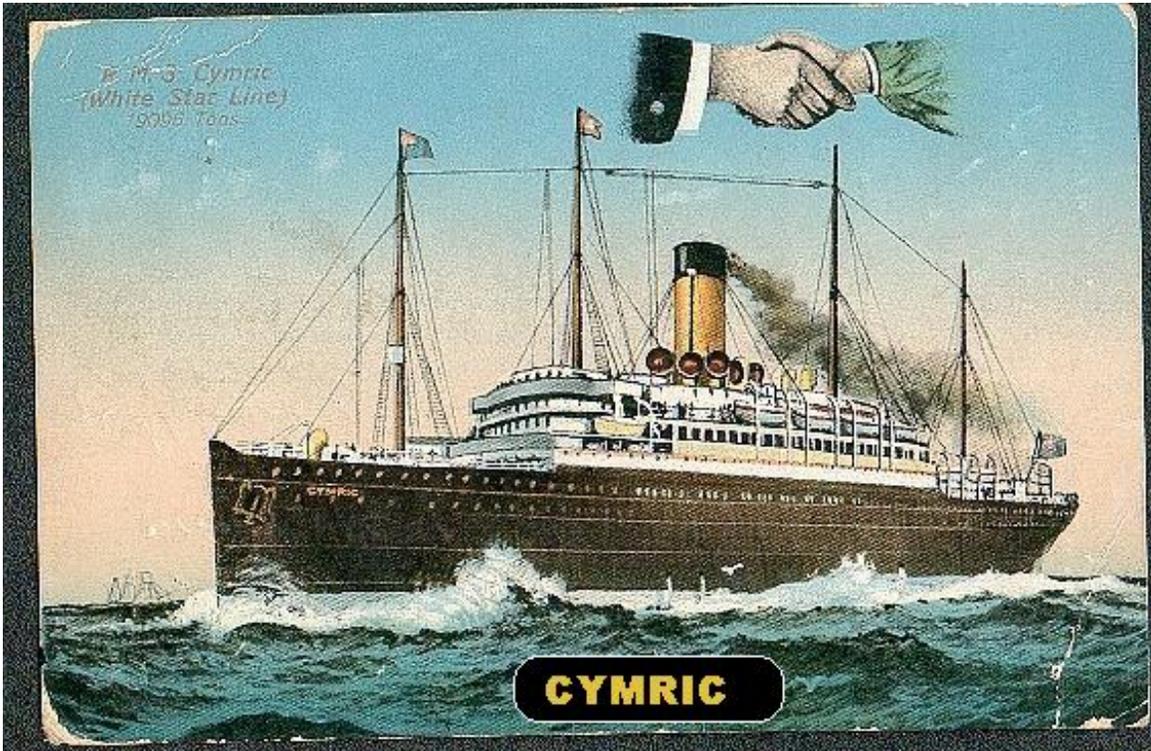
The Titanic was also built for The White Star Line by Harland And Wolff. Both boats came from the same H&W shipyards in Belfast’s River Lagan.		
	Cymric	Titanic
Length:	585 feet	883 feet
Crusing Speed:	14.5 knots	23 knots
Gross Tonnage:	13,096	46,329
Maiden Voyage:	Feb. 11, 1898	April 10, 1912

In mid 1930’s the White Star Line merged with Cunard. The partnership lasted another twenty years when Cunard bought out the rest of White Stars assets. Cunard went on to build the *Queen Mary*, *Queen Elizabeth* and the *QEII*.⁷

Images of the Cymric







These images of the Cymric help me envision the boys playing on deck. Hendrik probably spent considerable hours at the bow trying to ease his sea sicknesses by feeling the cold breeze in his face.

Though the Cymric was way out to sea when it was sunk, I thought the following information on Fastnet may be interesting.

“The Fastnet Lighthouse sticks up out of the Atlantic like a finger pointing at the heavens and marks Ireland's most southerly point. It's also known as the teardrop of Ireland, being the last piece of the country emigrants saw as they sailed for a new life in America. The Irish name, Carraig Aonar (the lonely rock) well describes it: it is situated four and a half miles from Cape Clear and seven from Crookhaven.



The first lighthouse to be built there was finished in 1854 and made of cast iron, but by 1865 the fierce Atlantic waves had swept away part of the rock upon which it was built and it seemed that the tower would not stand up to the weather.

In 1896, therefore, granite blocks were shipped in from Cornwall to build a new one. This was not completed and in working order until 1906. The foreman in charge of its construction, James Cavanagh, sometimes stayed for a year at a time!

Local folklore relates how a giant picked up the rock which is now the Fastnet from Mount Gabriel near Ballydehob and hurled it into the sea. However it got there, the Fastnet is invaluable as a mark for large ships following Atlantic routes, and it is also useful to locals who judge what the weather is about to do by checking on the rock's visibility.⁸

REFERENCES

¹ The Personal History of Everdina Cornelia Van Ojen Winkel by Pauline and Francis Broadbent

² “The Winkels” by Dena Winkel Allen

³ The Life of Hendrik Winkel by Thys Winkel

⁴ <http://www.ellisland.org>

⁵ <http://www.red-duster.co.uk/WSTAR6.htm>

⁶ The New York Times, various date in 1898, 1903 and 1916; The Boston Herald, 17 September 1903; The Boston Post, 17 September 1903; Morton Allan Directory; Haws' Merchant Fleets; Bonsor's North Atlantic Seaway; Williams' Wartime Disasters at Sea.

⁷ <http://users.foxvalley.net/~gijoe40/page2.html>

⁸ <http://www.baltimore-ireland.com/places/fastnet.html>