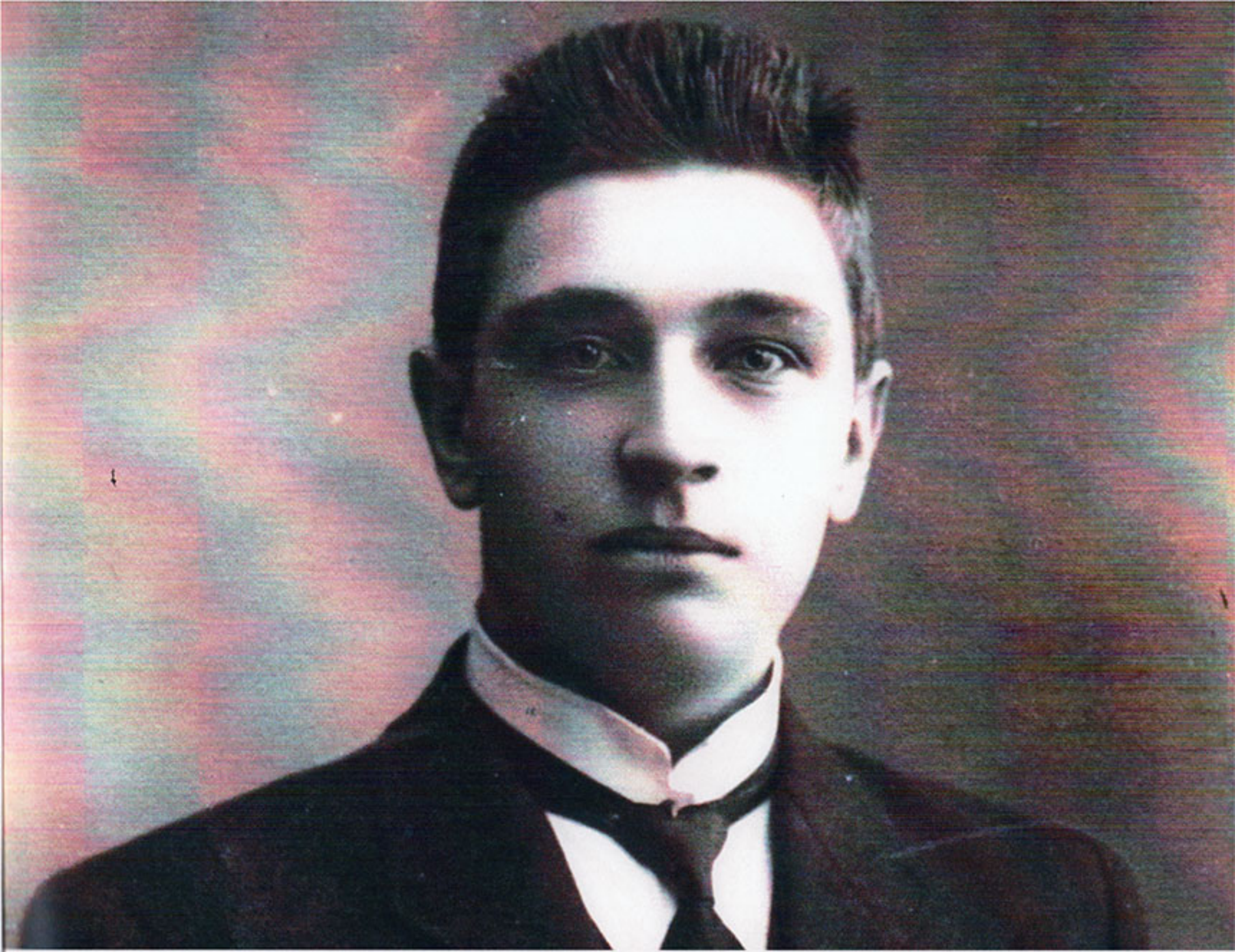
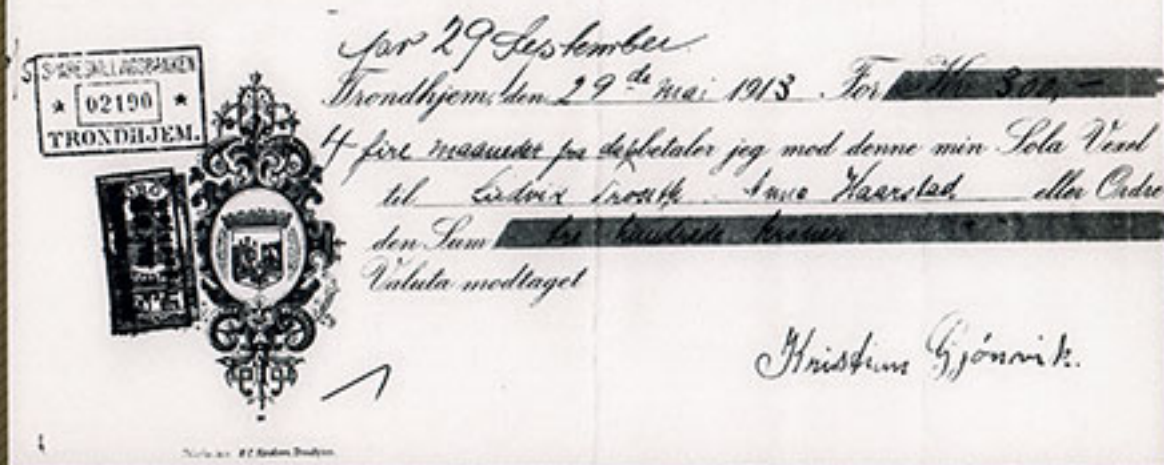


Ludvig Kristian GJØNVIK  
Voyage To America  
June 1913



## A Remarkable Journey

MEMORY | *Young Ludvig circa 2013 in Trondhjem, Norway*



## The Journey to America The Adventure Begins

Note Payable dated 29.05.1913 for Kr. 500 that Ludvig Kristian Gjovik received from Ludvig Trosseth and Anna Haavstad, relatives in Trondheim, who helped him. Ludvig purchased the steamship ticket from Trondheim to Boston with the proceeds. The note was payable in 4 months (29.09.1913) with no stated interest. According to Arvid Gjovik, the note was repaid as agreed. Now that Ludvig had the money, he purchased a ticket for storage passage from Trondheim to Boston on the Cunard Line. Since Cunard didn't operate on the Norwegian coast, he would take a feeder coastal steamer from Trondheim to Hull.

REMEMBERING

*The Journey*

THE STORY



Trondhjem Office of the Cunard Line, managed by Olaf H. Solem, seated on left, who sold the ticket to Ludvig on 5 June 1913. Photograph courtesy of Borge Solem, the great-grandson of Olaf.

No. 3321

## CONTRACT

Voy. = No. 28

MELLEM

Skibenes Navn.

Skibenes Navn.

LUSITANIA.

CARONIA.

MAURETANIA.

CARMANIA.

CAMPANIA.

GULDMEDALJE

GULDMEDALJE.

IVERNIA.

LUCANIA.



og nedenanførte Passagerer angaaende Befordring til



SAXONIA.

ETRURIA.

ULTONIA.

UMBRIA.

PANNONIA.

CARPATHIA.

SLAVONIA.

## CUNARD-LINIEN

*Peter Esland 3d**Frilvig Gjornvik 2d*

Jeg, **OLAF H. SOLEM**, Agent i Trondhjem, forpligter mig herved til at befordre de Person, som hosføiet er nævnt, paa 3die Plads eller Steerage fra Trondhjem til Bestemmelsesstedet, saaledes som nedenfor er specificeret, for Sum *Nr. 244.00* som jeg erkjender at have modtaget som fuld Betaling.

Trondhjem den

*5/6*

1903

*Olaf H. Solem*

**SPECIFICATION.**—Passagererne skulle blive befordrede under Dækket med Dampskib som seiler den *5-6* 1903 fra Trondhjem til Hull, derfra med 3die Klases Jernbanevogn til Liverpool, med første ordinaire Train efter Toldopsynets Inspection. De ville derfra blive befordrede af Cunard Steam Ship Company Limited, Liverpool, Eierne af Cunard-Dampskibe, med et af deres Dampskibe, til New-York eller Boston. Under hele Reisetiden til New-York eller Boston og i den Tid de blive opholdte paa hvilkensomhelst Plads uden Hensyn til Grunden, ville Passagererne blive forsynede med passende Logi og faa god og ordentligt kogt Kost, betjent saaledes:

Frokost og Aftensmad. The eller Caffé, Sukker, friskt Brød og Smør etc.

Middagsmad. Afvekslende Suppe, Kjød, Flesk, Fisk, Poteter, Brød, samt om Søndagene tillige Pudding.

10 Cubikfod Baggage i Dampskib og 150 Pd. paa Jernbane i Amerika kan hver Person over 12 Aar frit medtage, det Halve for Børn fra 1 til 12 Aar. Emigranterne ville blive modtagne og befordrede videre af Compagniets egne Betjente i Hull, Liverpool, New-York og Boston.

Skulde en Emigrants Afreise blive forhindret af Sygdom, vil det blive ham tilladt at afgaa med et senere afgaaende Dampskib, og skulde Politiet forhindre hans Afreise, vil Pengene blive tilbagebetalte, eller overleverede til Politiet.

Uden Ansvar for den Baggage som Passagererne har under sin egen Varetagt paa Reisen.

Forevist Trondhjem Politikammer den

*5/6*

1903.

*For Politimester**W. Hansen*

CONTRACT Between THE CUNARD LINE And the passenger listed below regarding transportation to Rock Island, Ill.

Ludvig Gjonvik 21.

I, OLAF H. SOLEM, agent in Trondhjem, hereby commit myself to transport the said person, by 3rd class or Steerage, from Trondhjem to the destination which is likewise specified herein, for the sum of 244.00 crowns, which I acknowledge I have received as full payment.

/s/ Olaf H. Solem  
Trondhjem, 5 June 1913

Specifications - The passengers are to be transported below deck by a steamship that is sailing on 5 June 1913 from Trondhjem to Hull, from there by 3rd class railroad car to Liverpool, with the first ordinary train after customs inspection.

From there they will be transported by Cunard Steam Ship Company Limited, Liverpool, owners of the Cunard steamships, on one of their steam-ships to New York or Boston.

For the duration of the whole journey to New York or Boston and during the time they are delayed in any place whatsoever regardless of the cause, the passengers will be provided with suitable lodging and will receive good and properly cooked food, served thus:

Breakfast and evening meal. Tea or coffee, sugar, fresh bread and butter, etc.  
Alternately soup, meat, pork, fish, potatoes, bread, as well as pudding on Sundays.

Each person over 12 years old can take along free of charge 10 cubic feet of baggage on the steamship and 150 pounds on the train in America, half of that for children from 1 to 12 years.

The emigrants will be met and transported further by the Company's own employees in Hull, Liverpool, New York and Boston.

Should an emigrant's departure be prevented by illness, he will be allowed to leave with a steamship departing later, and should the police prevent his departure, his money will be returned or handed over to the police.

Without responsibility for the baggage that the passengers have in their own custody on the trip.

Presented Trondhjem Police Station, 5 June. 1913.  
For the Police Commissioner.  
(illegible signature)



Panoramic View of Trondhjem, Norway circa 1910





Common scene of Norwegian emigrants on a steamship in a fjord circa 1910.





*Liner at Landing Stage, Liverpool.*

62398 (J)

THE BUSY LIVERPOOL LANDING STAGE IN 1913

# CUNARD LINE.

ROYAL MAIL STEAMERS

5 1/3 DAYS ACROSS

THE ATLANTIC



FROM LIVERPOOL <sup>TO</sup>  
NEW YORK  
& BOSTON  
ON SATURDAYS & TUESDAYS  
CALLING AT QUEENSTOWN THE FOLLOWING DAYS.

PASSENGERS BOOKED THROUGH TO ALL PARTS OF  
UNITED STATES AND CANADA AT LOWEST RATES.

For further information and to secure berths apply to the LOCAL AGENT, or to

**THE CUNARD STEAM SHIP COMPANY, LIMITED,  
LIVERPOOL.**

Contract Ticket No. *9002*

# INSPECTION CARD.

(Immigrants and Steerage Passengers.)



Port of Departure, LIVERPOOL.

Date of Departure.....

Name of Ship..... R.M.S. "LACONIA"

JUNE 10th, 1913.

Name of Immigrant..... *Frederick Hornick*

Last Residence..... DRONTHEIM



Inspected and passed at

Passed at *Y* port of

Passed by Immigration Bureau,

U.S.

port of

(Date.)

(Date.)

The following to be filled in by ship's surgeon or agent prior to or after embarkation:

Ship's list or manifest,..... No. on ship's list or manifest, *8*

Berth No.

Steamship Inspection

1st day

2 3 4 5 6 7 8 9 10 11 12 13 14

To be

punched by ship's surgeon at daily inspection

Each immigrant or steerage passenger is furnished with an inspection card. The card above is inscribed with the port of departure, name of steamship, date of departure, name of immigrant or steerage passenger and last residence, and the seal or stamp of the United States consulate or the detailed medical officer.

Section

Keep this Card to avoid detention at Quarantine and on Railroads in the United States.

Behåll detta kort för att förebygga dröjsmal vid Karantänstationeno och på Jernvägarna i Förenta Staterna.

Diese Karte muss aufbewahrt werden, um Aufenthalt an der Quarantäne, sowie auf den Eisenbahnen der Vereinigten Staaten zu vermeiden.

Cette carte doit être conservée pour éviter une détention à la Quarantaine, ainsi que sur les chemins de fer des États-Unis.

Deze kaart moet bewaard worden, ten einde ophoud aan de Quarantijn, alsook op de ijzeren wegen der Vereenigde Staten te vermijden.

Tento lístek musíte uschovati, nechcete-li ukarantény (zastavení ohledně zstění zdraví) neb na dráze ve spojených státech zřízení býti.

Tuto kártočku treba trítat' u sebe aby sa predéslo zdržovánu v karantene aj na železnici ve Spojených Státoch.

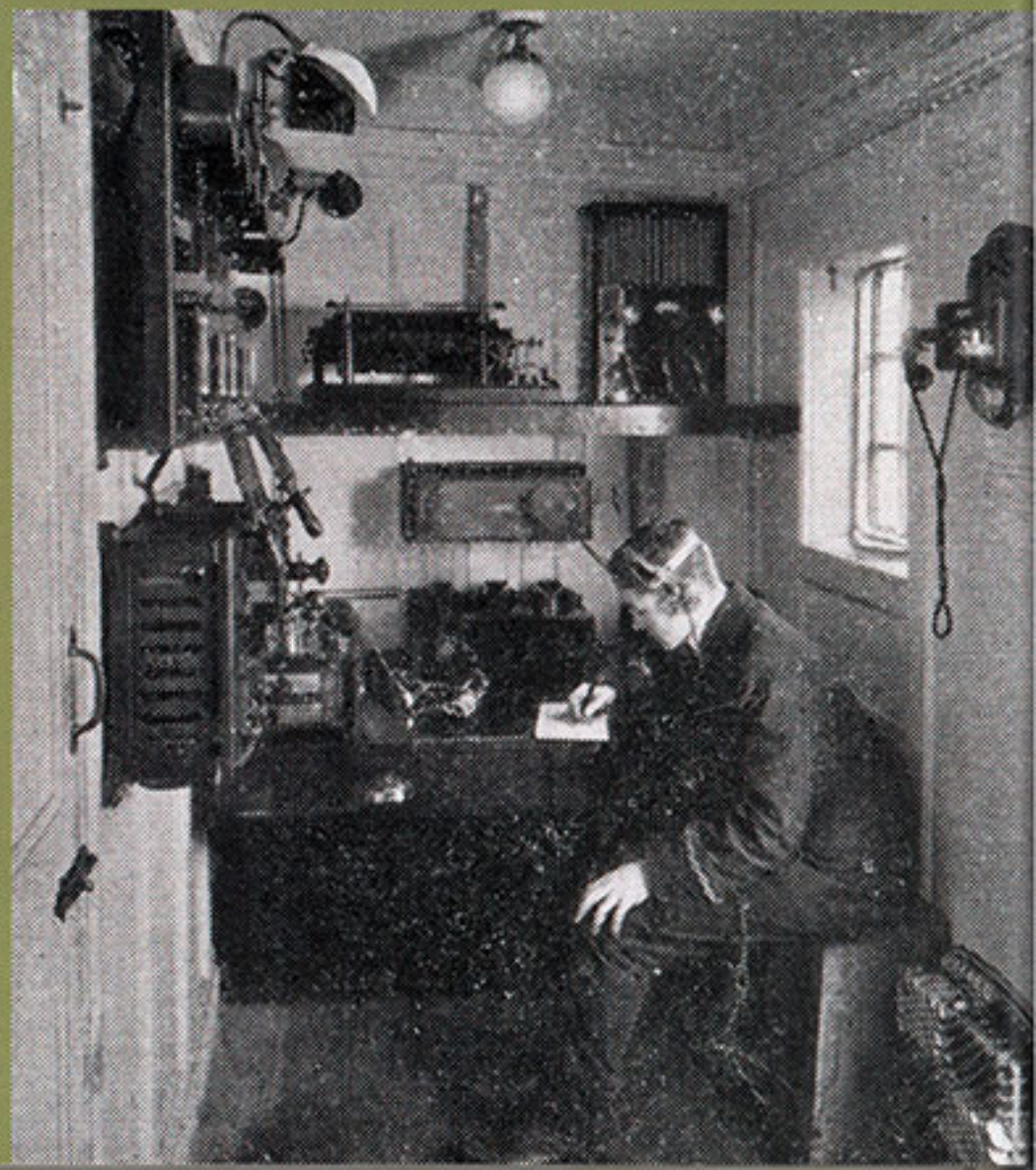
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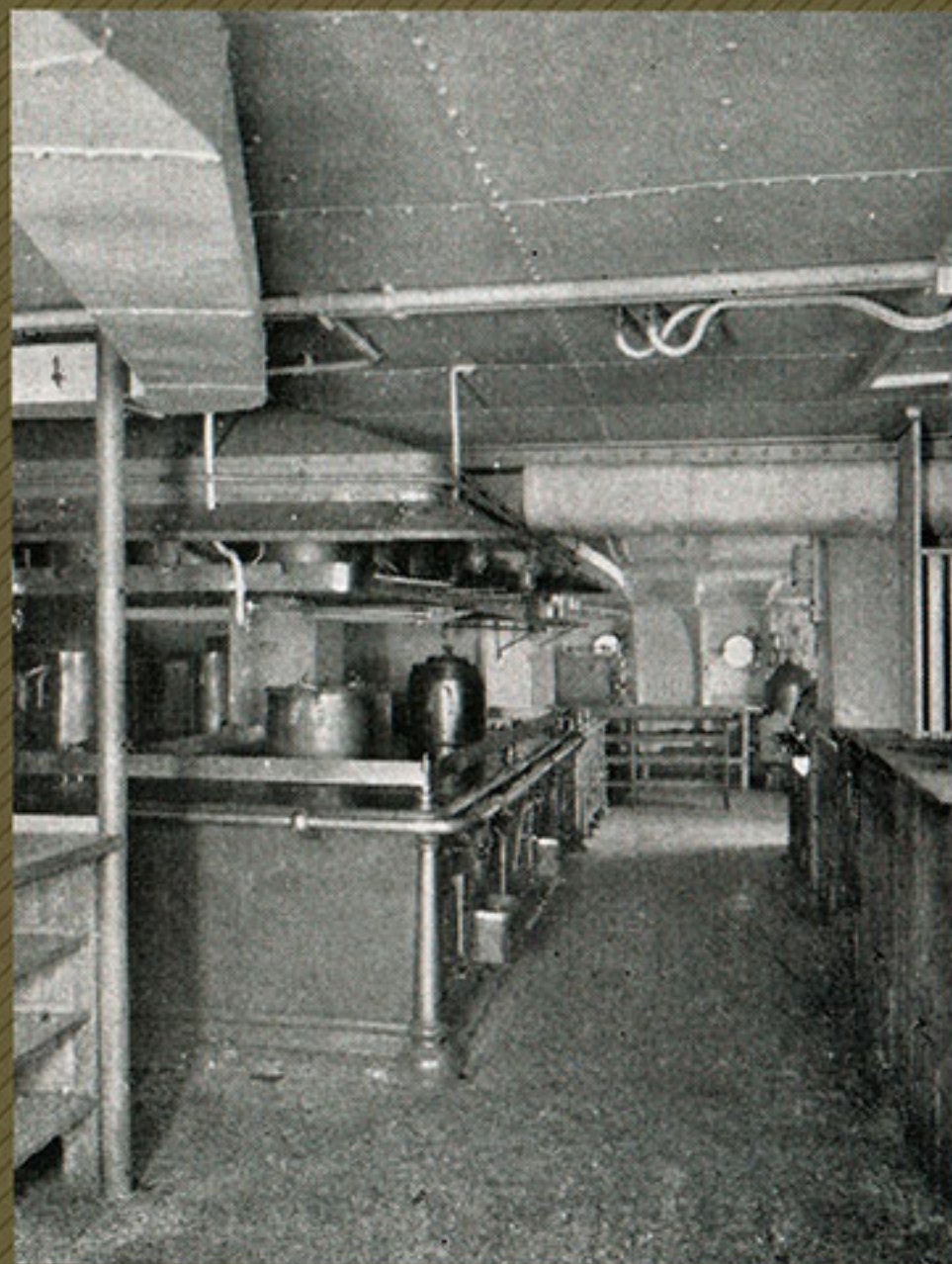
VACCINATED

This card is to be retained by the immigrant until he reaches his point of destination in the United States, and is for the purpose of giving information to the maritime quarantine officers of the United States and the health officers of the several States through whose boundaries the immigrant must pass, and will greatly facilitate his transportation.

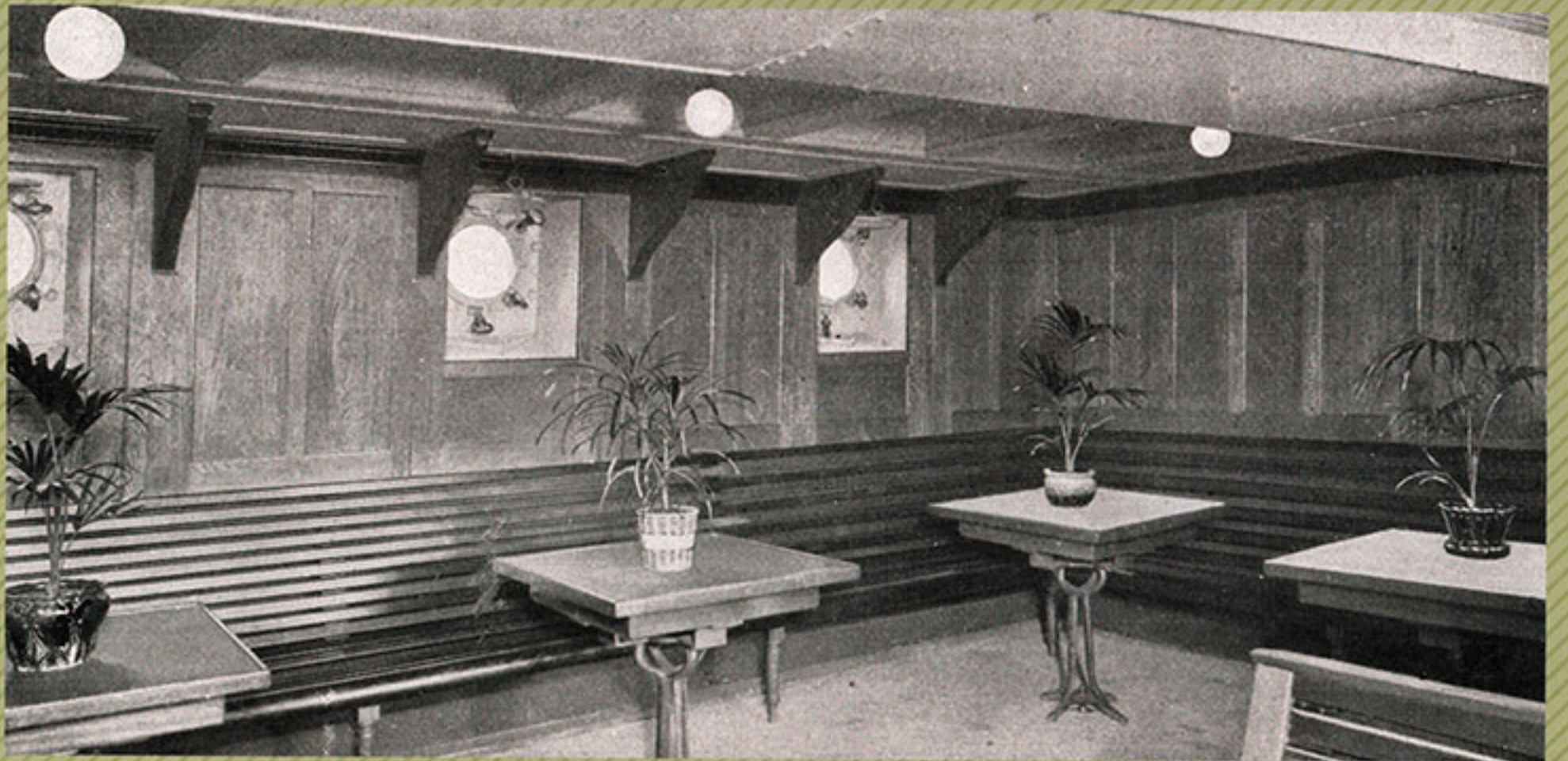
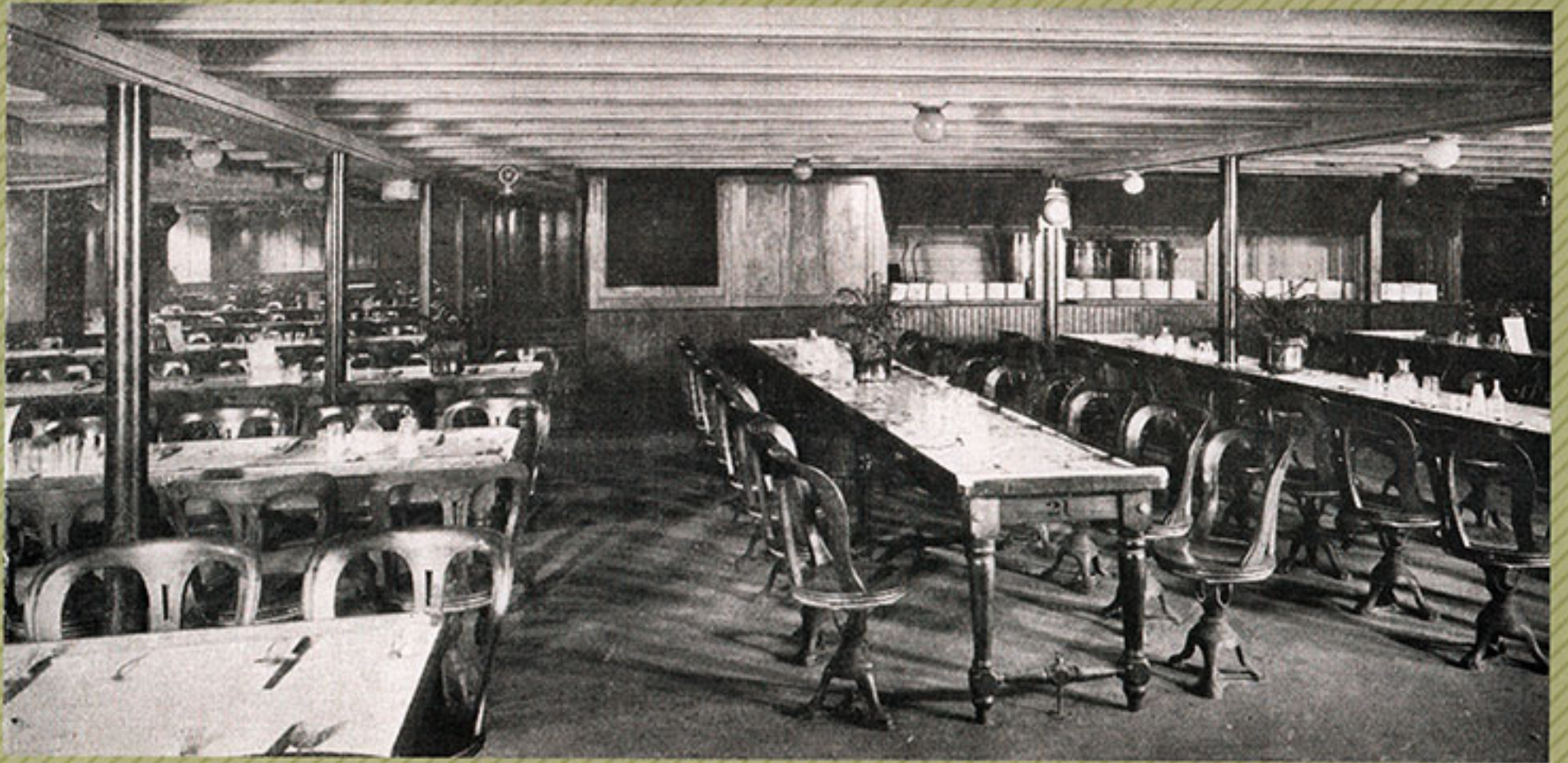


Clockwise: The Harbor at Hull, England; The R.M.S. Laconia leaving Liverpool for America; The Cunard Wharf in East Boston

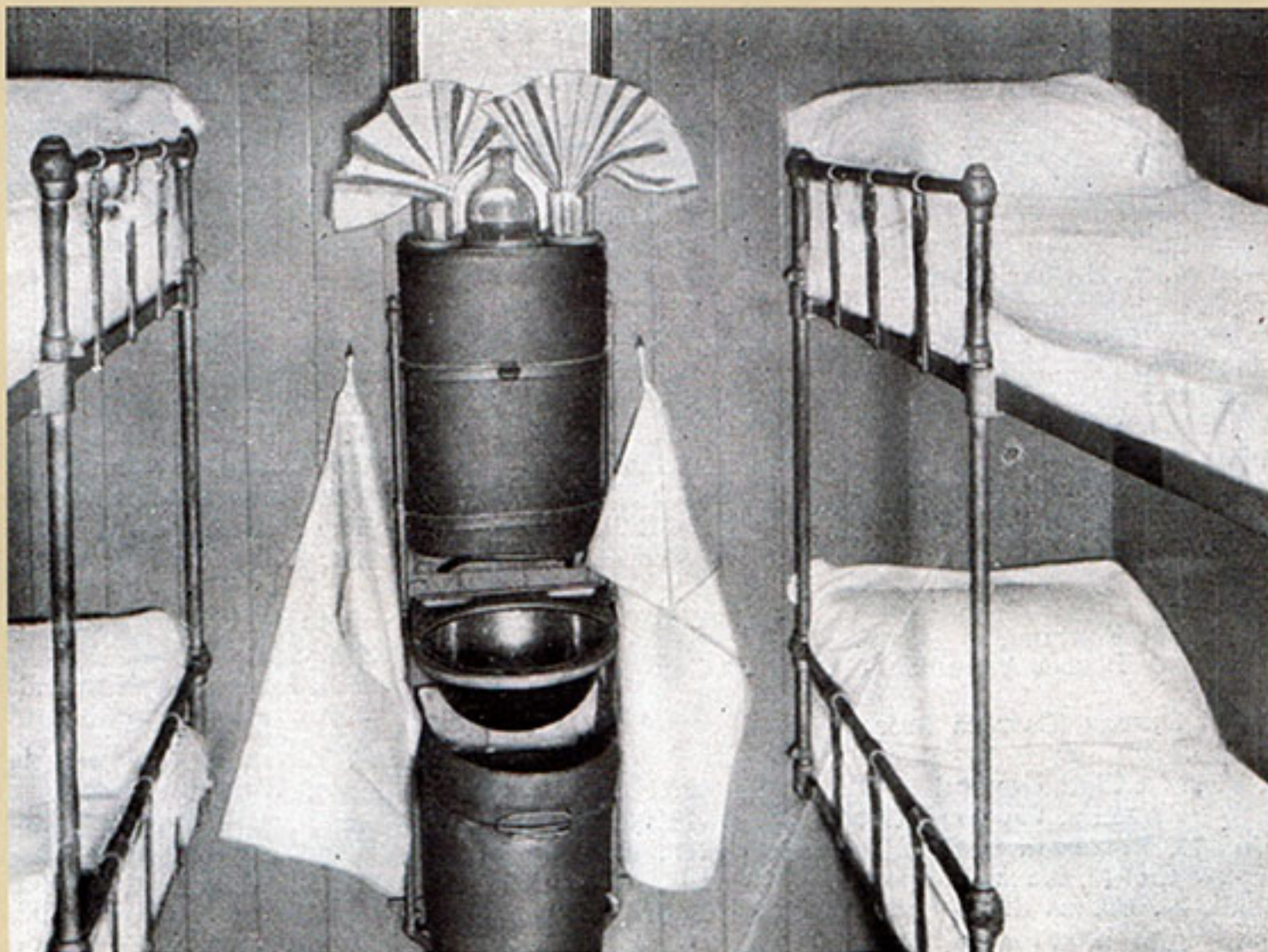




Views of the Cunard Line R.M.S. Laconia (1912), the ship that brought young Ludvig to America in June 1913. Opposite page: Chef's office, Making Coffee, Marconi Room. Above: 3rd Class Galley, Dispensary.







Views of the Third Class areas of the Cunard steamship R.M.S. Laconia (1912)

Opposite Page: View of the Third Class Dining Saloon (top); Corner of Third Class Ladies Lounge (bottom)

Above: 4-Berth stateroom in the Third Class.



Ludvig landed in Boston on Thursday morning, 19 June 1913. A delightful day with fair skies and 67 degrees Fahrenheit. Since much of the inspection of immigrants took place during the voyage, the duration of quarantine was only about an hour.



Scene of Immigrants from steamships landing in Boston



Poster circa 1910 of the Cunard Steamship Line's route from Liverpool to New York and Boston.

Norwegians who bought their tickets to travel on the Cunard Line steamers had to travel to via Liverpool. The most common way to travel was by Wilson Line from the Norwegian port to Hull in England. From Hull they would travel by train to Liverpool. In Liverpool they would some times have to stay for a couple of days. There were several hotels and boarding houses that was operated by the different transatlantic companies in Liverpool.

#### THE JOURNEY TO AMERICA - TIMELINE OF LUDVIG KRISTIAN GJONVIK

28.May.1913 Leaves the employ of Trondhjem's Skofabrik

31.May.1913 Received loan of 300 NKr from relatives Ludvig Troseth and Anna Haarstad

04.Jun.1913 Listed in Trondhjem, Norge Emigration Register - moving to Rock Island, Illinois, USA

05.Jun.1913 Executed Contract for 3rd Class accommodations with the Cunard Steamship Line from Trondhjem, Norge to Boston, Massachusetts

05.Jun.1913 Leaves Trondhjem on the Wilson Line S. S. Aaro destined for Hull, England

? June 1913 Arrives in Hull, England and boards train with 3rd Class passage across England to the Port of Liverpool.

10 June 1913 Leaves Liverpool on the Cunard steamship R.M.S. Laconia (1912), destination Boston, 2,898 nautical miles away. He was assigned to a 3rd Class Cabin located in Section H, Room 57.

19 June 1913 Arrives in the United States at the port of Boston, Massachusetts. Arrived in the Boston Harbor at about 08:00 on Thursday morning. After about 1 hour of quarantine, the Laconia docked in East Boston amid fair skies and 67F.



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## MEMORIES

About the Author: Paul K. Gjenvick is the founder and archivist of the Gjenvick-Gjonvik Archives. He earned a Masters of Archival Studies from Clayton State University in addition to a Bachelor of Science in Accounting from Minnesota State University. He makes his home near Atlanta, Georgia.

