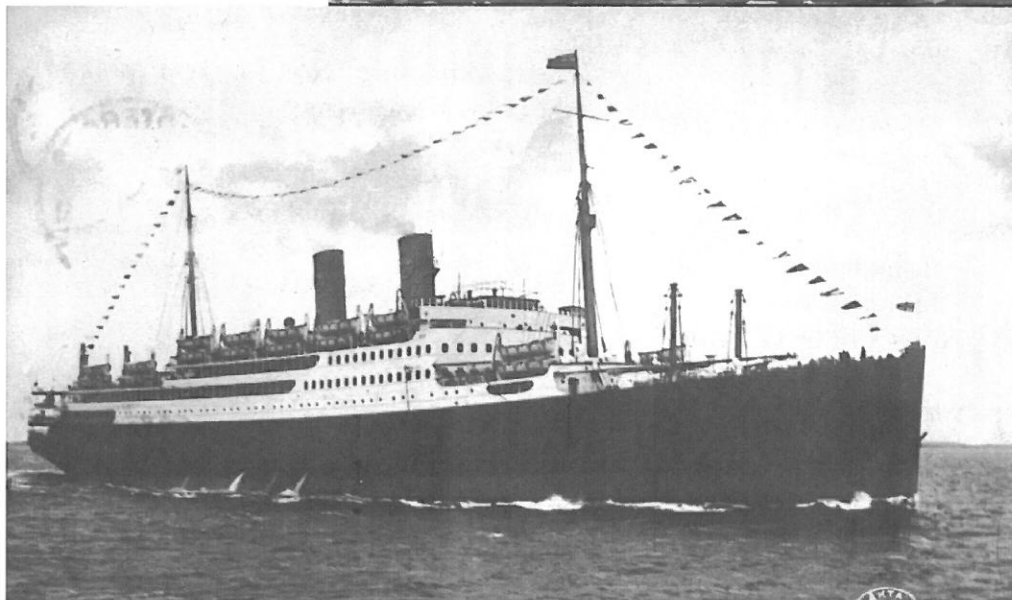
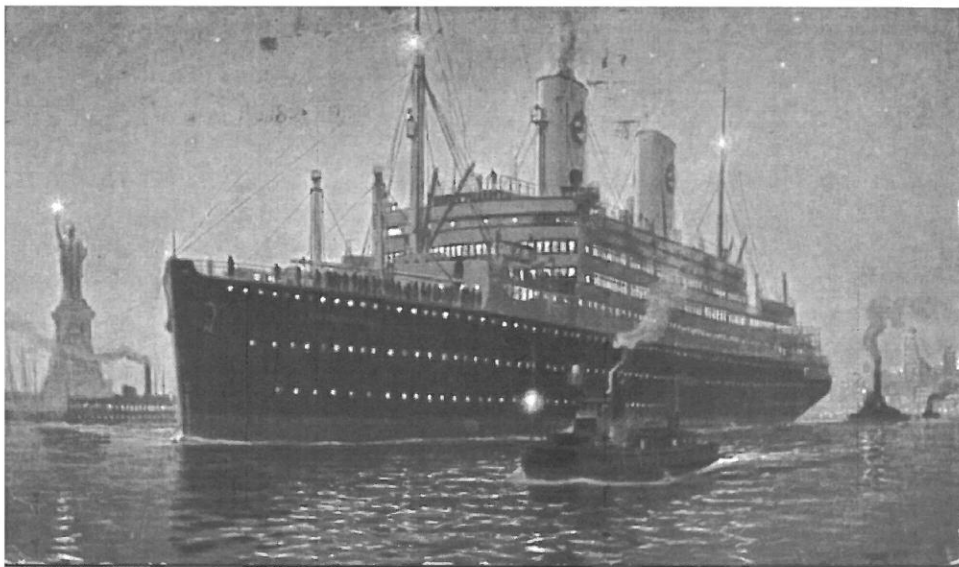


The first
M/S Kungsholm



The first
M/S Gripsholm

Contents:
The first swedes in USA
The Swedish American Line



Painting of H. Andersson

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The J.P. Johansson Association

Started in 1992 and is a non-profit-making and unpolitical foundation which resides in Enköping. The task of the association is to document and spread knowledge about his inventions, patents, industrial activity, municipal engagement and private life.

The membership fee is 18\$ year /person and 72\$ year/company.

J.P. Johansson-sällskapet
SE-745 82 ENKÖPING
Postal giro 96 34 42-9
BG ~~5317~~ 5317-6764

The Museum

is open Monday—Friday, time 10am—3pm
Other times and groups upon agreement.

Visiting address and Museum:
Tallbacksvägen 2, ENKÖPING
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NEWS!!!!

Now we have
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The Chairman speaks

together with Kerstin Maurd

This article was published in the newspaper EnkopingsPosten and we think it is worthwhile to be published in our J.P. -Bladet with the approval of Kerstin Maurd, the author.

It can be added that there has been a meeting with a representative from the local authorities. Several suggestions were discussed and we wait excitedly for the next meeting with the local authorities. Probably we can only stay in the present premises until the end of the summer.

We can be without premises

The future for the present J.P. Johansson Museum at Bahco at Tallbacksvagen in Enköping is very uncertain. All the production is moved and the property is to be sold. - We are very anxious about the future, says Curt Eriksson, the chairman of the J.P. Johansson Association.

The J.P. Johansson Association was founded in 1992 and the museum was opened in 1994. The association has been able to use the premises at the ground floor in the high office building at Bahco free of charge. The association has been told that in September this year there may be other conditions. We are worried just now, says Curt Eriksson. It would be terrible if we have to close the museum. J.P. Johansson has been such an important person when it comes to the development of the modern Enköping that a museum about his life and the production of tools has a purpose to serve.

Promise about larger premises

The area of the premises of the museum today is about 100 square meters. Some time ago the association was promised to dispose of bigger premises. These have not yet been made use of. The idea was to show bigger things like lathes, milling machines and old fire pumps from Bahco's own fire brigade.

However, no enlargement of the museum seems to be actual just now. We don't know if a new owner wants to put any premises to our disposition. The association cannot afford to pay any rent, says Curt Eriksson. He has now been in contact with the local authorities and hope to be able to meet with the municipal commissioner, Mr Ake Hedén, in order to discuss the future of the J.P. Johansson Museum. - We hope that the local authorities want to co-operate with us in some way.

In April the association has its annual meeting. Then the members will be informed about the situation. Premises of its own is essential for the future of the museum in order to show all things that have been collected - many people have given old tools and other things. And someone has to keep the memory of Bahco alive when the production disappears from Enköping.

Alma Elida Johansson

Born on the 10th of November, 1875 in Fotene, Hatene parish, Vastergotland, Sweden. Died on the 13th of April, 1955 in Austin, MN, USA. Emigrated to USA on the 14th of April, 1883 together with her parents and three sisters and brothers.

She married **Charles John Fellman** on the 5th of March, 1896. Charles was born on the 24th of May, 1875 at Foglo in Aland and died on the 23rd of February, 1931 at Red Lake Falls, MN, USA.



Notes about Alma: Alma died in her daughter's home in Austin, Minnesota. She suffered from a stroke and was laying in bed for five years. Her daughter's name was Myrtle Grise. Myrtle and her husband, who was a doctor, took excellent care of Alma until her death. Alma at first lived in St. Hilaire, MN, where her husband worked as an inspector and at sawmills. In January 1910 the family moved to Red Lake Falls, where her husband first was the sheriff over this district. After his death Alma moved to her daughter Violet in Red Lake Falls, but when her health started to get worse she moved to Myrtle.

Notes about Charles (Johan Karl) John Fellman by Robert D Fellman:
My father Karl Johan was born in 1875 so when he emigrated to USA he was around 12 years old. On the gravestone in St. Hilaire it says Fallman but could also be pronounced Fellman. Cause of death was heart artery rupture.

Names and data of their children:

Myrtle Elida Fellman, born 4 May 1897 in St. Hilaire, MN. Died 31 January 1996 in Austin, MN.

Alice Christina Fellman, born 8 September 1898, in St. Hilaire, MN. Died 21 February 1988 in Pleasanton, Alameda, CA.

Gladys Fellman, born 4 February 1901 in St. Hilaire, MN. Died 23 February 1988.

Charles Fellman Jr, born 5 March 1902 in St. Hilaire, MN. Died the same day.

John Fellman, born 1903 in St. Hilaire, Mn. Died the same year.

Violet Constance Fellman, born 29 April 1905 in St. Hilaire, MN. Died 22 January 1995 in Red Lake Falls, MN.

Johan Johansson

Born on the 27th of February 1826
At Herrljunga, Vastergotland, Sweden.
Died on the 18th of May at St. Hilaire.



Some notes about Johan Johansson

At the end of the 1880 Sweden was a poor outpost of Europe. Johan was a farmer and as many other Swedes, he and his wife Christina emigrated to America in 1883. Christina's brother, Anders Bryngelsson Felt, came to America in 1862 and settled down in St. Peter, Minnesota. Anders surname was changed to Felt when he started to do his military service.

Johan Johansson's name was changed to John Julien 1888, when he became an American citizen. Johan and Christina had seven children, all of which, except Johan Petter Johansson, emigrated to America. The daughter, **Anna-Sophia**, was the first of the family to emigrate. Anders Felt paid her journey. Anna worked for her uncle for a year in order to pay back.

Before Anna got married she got a farm, which she sold to pay for the others journey to America. The family Johansson to begin with settled down in the territory around Crookston, Minnesota. Later on they moved to the territory around St. Hilaire.

Johan was known as Johannes Johansson in Sweden. He, his wife and the children; **Anton, Tilda, Alma, Emma and Carl(Charles)** emigrated to America, with departure from Gothenburg, Sweden via Fredrikshavn, Denmark to New York, on a ship called "Albert Ehrensvar" on the 14th of April 1883. Went from Fotene on the 11th of April to Gothenburg (as per the parrish catechetical meeting).



HAPPY EASTER!

The first Swedes in Minnesota and Chisago County

When I was a little boy I often dreamed about sometime being able to make a long journey over the Atlantic ocean. My father was the owner of a mill. When the farmers came to the mill to have their grain milled they often were sitting in the mill chamber and told stories while waiting for their grain to be ready.

At that time I was only a little boy who listened to them with great interest. Some of these farmers were Swedish-Americans, who had been in America for a number of years and saved money so they could go back to Sweden to buy their own farm. I heard about many of their adventures in America. One of these stories, which fascinated me a lot, was about the poor son of a crofter, who had emigrated to America, stayed for a number of years, came home to Sweden and bought a country estate - he probably had been in California and found gold.

Stories that gave longing to travel

After the war the times in Sweden became better and I forgot the dream about travelling to America. But in the 50ies, after having read Wilhelm Moberg's emigration novels, the longing came back. I arranged a visa and in the middle of September 1955 I left my country and went out on the ocean.

I had worked as a joiner within the building sector and intended to continue with that in USA. But at that period the times were not so good within building, so I had to take the work I could get in order to survive. Later on times improved and finally I got a job within the building sector, where I worked for 35 years until I got my pension.

Now, I moved to Taylors Falls, built a house there and started to study the emigration history from Sweden to America, especially Minnesota. With the exception of Jakob Fahlstrom, who was born in Stockholm in 1795 and in an adventurous way in the beginning of the 1800 came to Minnesota, the first emigrants to MN came from the Skaraborg province. They were Oskar Roos, August Sandahl and Carl Fernstrom, who in 1850 came by the ship "John" to New York and via Chicago.

In Chicago they met Gustaf Unonius, who already in 1841 came over with his family on the ship "Minnet". He worked as a priest in Chicago, but also as an adviser to Swedish emigrants who passed Chicago. The three men from "Vastergotland" came to what now is called Washington County and in the autumn 1850 they built the first stock house in Minnesota at Hay Lake, not far from the present Scandia.

The three men didn't stay so long at Hay Lake. Oskar Roos moved to Taylors Falls where he became a post master and politician. Fernstrom went to California and August Sandahl moved back to Sweden and became the owner of Pellagarden at Norra Ving in Vastergotland.

A New Swedish colony

Eric Norberg, who had worked as a county sheriff at the Skaraborg County, emigrated in 1842 to America. Eric and his sister Sophia left Gothenburg in August 1842 under false names, Eric and Sophia Newman, because Eric Norberg had made false accounts before he left the country. Eric and Sophia spent the Christmas time 1842 with Gustaf Unonius, who then lived at Pine Lake in South East Wisconsin. Thereafter he went around and probably worked at different places. Sophia probably got work and served at some family in Chicago.

In 1847 Eric Norberg came to Erik Jansson's colony at Bishop Hill, Illinois. But Eric Norberg, who was a restless man, sailed in 1850 north on the rivers Mississippi and St Croix in order to find land suitable for a Swedish colony. In April 1850 he came to Taylors Falls and was certainly the first Swede who put his foot in what became Chisago County in Minnesota.

Eric went into the country and found, two miles west of Taylors Falls, Chisago Lake with a fertile land that was suitable for a Swedish settlement. He wrote a letter to Per Andersson, who he had met earlier and who lived in Molin in Illinois. He told him that he had found land which was very fertile. There was fish in the lakes and wild animals in the woods so that they could have meat to put on the dinner table. Eric Norberg also made a map which showed Per Andersson the way to Chisago Lake.

Per Andersson, who was the leader for a group from Hassela in Halsingland, sailed early in the spring 1851. In this trip to the north over Mississippi and St Croix there were also the families Wikstrom, Per Berg and Svensson. The boat took them only to Stillwater. There were built two flat boats which could take them to Taylors Falls, 30 miles away. The families arrived there in April 1851 and were met by Eric Norberg. He showed them the road to Chisago Lake, where they settled down. Even if this area has got the name "America's Smaland", the first Swedes who came were from Vastergotland and Halsingland.

The Smalanders arrive at Chisago

I will now tell you how the "Karl Oskarhuset New Duvemala" came up and when the first emigrant from Smaland came to Chisago Lake.

In 1948 the author Wilhelm Moberg was in the Swedish settlement in Minnesota to collect material for his emigrant novels. He went around on a bicycle and talked to old Swedish descendants around Chisago. One day he saw the old house, which then was standing alone on a meadow. He liked the house and said that in this house Karl Oskar and his wife Kristina would live.

But not until 47 years later there was a circle of people who decided to fill Moberg's wish. I myself joined a group of real enthusiasts who moved the house to Ki-Shi-Saga County Park. We repaired the house, which then was in a bad shape. New doors and windows, roof and a new beam had to be installed. All work was done by this little group of volunteers, which is typically American. Apple trees, lawns and flowerbeds were also introduced.

The opening took place on the 17th of July, 1996 with too many speeches in a very hot Minnesota. There was also a delegation from Sweden in order to give out medals and distinctions to distinguished people. On the 13th of September the Swedish King and Queen visited the Karl Oskar house. Many thousands of people had come together to welcome them.

The Karl Oskar house is standing on historical grounds, because on that place and its surroundings the first emigration group from Smaland settled down and started their new life. The place is on the south side of the South Center Lake.

In 1852 there was a group of 17 people, with the leader Magnus Jonasson from Linneryds parish in Smaland who emigrated to America. They started their journey on a small sailing boat from Karlshamn to Gothenburg. This trip took one week. In Gothenburg they had to wait three weeks before they could go onboard the sailing ship "Ambrosius" which would go to New York with a cargo of iron. The ship had a crew of only twelve men and the journey took seven weeks and two days. There was no direct railway to Chicago, so the people had to go by bus to Buffalo. From there the journey went on by train to Dunkirk and then by boat over Lake Erie to Detroit. Thereafter it continued by train and then in a goods wagon. This was full with emigrants but had before been loaded with pigs. However, the wagon had not been cleaned and the dung had only been partly thrown away. They sat on some boxes with eight thumb planks to sit on.

Chicago, Ill, was a town in 1837 and in 1850 it had around 30.000 inhabitants. Magnus Jonasson's son Olof M Linnell writes in his memoirs in 1917 that "at that time Chicago was only a small village and a lousy swampy tract". Olof M Linnell further writes: "From Chicago we went on channel boats to La Salla and from there two days journey with a carriage to Andover, Honey County, Ill.

The illness cholera reaged that year in the big cities and among the emigrants and on the courtyard in Andover, where they left us, twelve emigrants had died some days before us, but the happiness was that none of us got the illness.

After a stop for two days in Andover the journey continued by horse carriage to Knoxville, Ill, where we stayed for a week. My father there got some papers about Chisago Lake, MN. The land could then be bought at the price of 4\$/acre. He anticipated a large emigration from Smaland and in 1853 and 1854 there came hundreds from our home districts after my fathers writing and he arranged place for them without having to mix with other nations and at the cheap price of 1,25\$/acre. So we started for Minnesota from Knoxville to Oquawka at Mississippi and by steam ship from there to S:t Paul. The water in the river was so low that we were sitting at the sand banks part of the time and it took two weeks to come to S:t Paul. The emigrants' place was on the cargodeck among the cattle and the pigs.

One maid, who was in our company, was always troubled by several shameless men. My aunt, Sara Helena Jonasdatter Falk, born in 1824 in Hovmantorp's parrish, was a big and strong woman and had served in mansions in Sweden, so she was not shy and those who bothered her got a real Swedish box on the ear. S:t Paul was a small place at that time and had around 3000 inhabitants and the whole of Minnesota had around 9000 inhabitants at that time.

To be continued next issue.....

When dirigold cutlery was popular

Dirigold is an alloy of copper and aluminium. In the 20's and 30's it was quite common that cutlery and ornaments were made of Dirigold. They were produced at a company called AB Alcometaller. From the beginning the production was in Orebro(Sweden) but later on they moved to new premises in Mosas, one Swedish mile (10km) to the south.

The main owner of the company then was Mr Sven Johnson, Director, who had a paper company, Johnson&Hill located in the centre of Orebro at Klostergatan and Fredsgatan. The company also made among other things envelopes and bags but they also had printing works.

With Alcometal Johnson became interested in he metal trade and later on he also bought a paper-mill called Laxa Bruk.

Dirigold is a yellow metal which consists of around 90% copper and 10% aluminium. It was invented in USA by two persons who both were connected to Orebro. So here follows that history:

Engineer at Teknis (Swedish Technical High School)

Carl Adolf von Malmborg was from Smaland but came to Orebro and studied at the Technical School, Rudbeckskolan, in order to study to be an engineer. He graduated in 1906 at the age of 20 as a Machine Engineer. After that he went to USA and studied at the Colobia University in New York. He worked at companies in the turbine trade, but soon came into being involved in metal production.

In USA he met another engineer from Orebro, Carl Molin. They experimented with metals and together invented dirigold and alcobronze. The alcobronze was suitable for propellers and turbine blades, where as the dirigold was tried for cutlery and ornaments. In the advertisement it stated "the glitter of gold and the strength of steel".

Molin and von Malmberg started companies for the exploitation both in USA and Sweden. In Sweden they chose Orebro for the location of the new company. How they got in contact with Sven Johnson I don't know, but he had a successful paper company and had money enough to invest. Besides, a new manufacture could compensate when it was a bad time for paper goods and in the beginning of the 20's there was a recession.

Factory in Skeback

In 1920 the company AB Alcometaller started in Orebro. The factory was situated in Skeback, on the north side of the Svartan close to an allotment-garden area. They had the office at the company Johnson & Hill at Klostergatan. Molin and von Malmberg both lived in Orebro.

In those days they had many travelling salesmen in order to get the products out around the country. One of them, Ivar Nyberg, later on told in the personnel paper, "The Carrier Pigeon", how they started to also sell metal and tried to find new customers in the hardware and household stores, goldsmiths and mechanical workshops. In the 20's they started with participating in exhibitions and fairs in the 20's. At the Gothenburg Fair in 1923 dirigold was a great success.

- The engineer von Malmberg was the obvious candidate to be the Fair Manager and I his obedient servant. He was jolly and nice and we got on very well with each other, he wrote.

Thereafter there were some disagreements within the company and von Malmberg returned to USA in 1925. Molin was there a little longer but sold his share to Sven Johnson. He went back to USA and then onto Mexico.

Mosas, Orebro and Stockholm

Alcometaller moved the factory from Skeback to Mosas in 1926. The production was led by chief engineer John Norelius. Dirigold had successes, especially in the 20's and he was a purveyor to his Majesty the King. For several years they also had a shop and exhibition showroom at Storgatan in Orebro and also a shop in central Stockholm at Regeringsgatan.

The business in USA didn't go so well. In 1926 Carl Adolf's older brother, Oskar von Malmberg, went over to USA to help him. Clearly more capital was what was needed. For three years he lived in USA. But later on the company, which was situated in Kokomo, close to Minneapolis, went into bankruptcy. That part of the country belonged to the Swedish settlement in America.

It has been said that there had been good possibilities to sell quite a lot to the US Marine Authorities such as material for propellers. However, von Malmberg didn't want his invention to be used by the military and therefore this was not done.

In Sweden the production went on in Mosas. I, myself, grew up with knives and forks of dirigold. This was probably due to the fact that my father worked at Johnson & Hill, so he got a certain personnel discount.

Stainless steel took over

When the war came it became difficult to use copper for such things which could be replaced by Swedish steel. And cutlery in stainless steel had come down in price and didn't need to be polished to be kept attractive. I have a paperknife after my father and a spoon in dirigold. My mother also had a thimble of dirigold, which was an engagement present. But the rest of the cutlery she gave to Lions some time ago. Now I miss them, because nowadays they are sold at auctions. If you look for dirigold on the Internet you get lots of hits at auction companies, especially in USA.

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And what became of the engineer Carl Adolf von Malmberg? Well, he stayed in USA as Managing Director for a dirigible company in Barrington, outside Chicago, until his death in 1945. At Johnson & Hill Sven Johnson was succeeded by his sons Erland and Olof. But the company was split up and sold to new owners and then disappeared. The envelope factory was there until the end of the 80's. The company's real estate at Klostergatan was sold to the county council and was rebuilt to serve the needs of the Swedish National Dental Service. But the brick front is still there as it was an arrier pigeon above the door, which was the company's logotype.

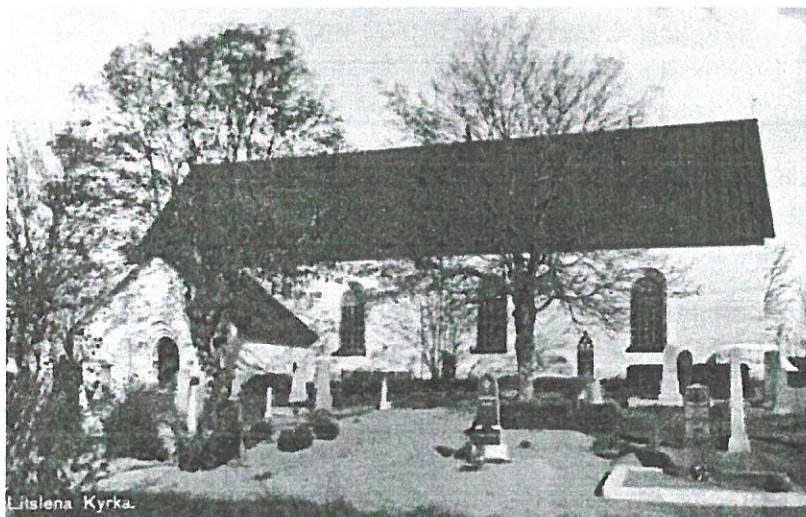
Alcometaller also changed it's owner a couple of times and the name now is Alcopropeller AB. The company is still situated in Mosas and now makes propellers and turbine blades. There they still use von Malmberg's and Molin's invention.

This article was taken from the paper "Kvallstunden" and it was written by Mr Arne Straby.

NEW E-MAIL ADDRESS

Jp.johansson@snaeurope.com

The Litslena Church



The Litslena church in Uppland, which was built in the 12th Century, is situated at the junction between Uppsala and Enköping. This fork also memories from the old "Eriksgatan". In a parchment document from the 14th Century, the name Letleni is mentioned, which could mean "the small cross road meeting point". Many people have certainly passed this place on their way to Enköping where the "Eriksgatan" ended up.

The Litslena Parish is an old district with cultural traditions and history from the Middle Ages. One of these stories talks about a giant of a woman called Litla Ena, who they said built the Litslena Church. This old Middle Age church had in the beginning one tower in the west, a nave and a sanctuary and maybe also an apse.

The tower, with the high sharp spire, collapsed at the end of the 17th Century. On the 4th of May, 1691 the Parish got a letter from His Majesty the King that they were allowed to take up a collection in order to make a new tower. How this tower looked is uncertain as its history became short. Old documents tell that on the morning of Christmas Day there was a strong storm which completely destroyed the tower and the church weathercock came to fly to rest in a ditch between the church and a place called Tyresta.

The 14th Century church was enlarged and then got the model of a rectangular house. The time for this enlargement can be dated from a sanctuary window which was found during a restoration work. Behind some brick stones they found a pedestal on which this window had been situated.

During the excavation on the outer side of the church they have found pieces of stained glass with paintings from this window. The paintings, in leaf ornament and pane pattern, were probably, as well as the window itself, made at the Uppsala Cathedral building foundry. Throughout the years the church has been rebuilt and repainted many times, not least after the fire on the 7th of August, 1880 when the roof was burnt. Thereafter the church got another look, as the walls were heightened by half a meter.

In 1838 all the church paintings were whitewashed, but in 1948 they were revealed again. The paintings have got a great attention, not only because, for us unknown artist has made them, but also for the very well preserved colours. The most valuable thing in the church is the altarscreen, which was probably made in Lübeck, Germany, at the end of the 15th Century. The oldest thing in the church is the baptismal font, a very beautiful work in Swedish sandstone.

The Middle Age church is well worth a visit and has a long history to tell when you pay a visit.

Article taken from the magazine "Kvallstunden"

BLACK SARA

Continue from last issue

Park for pleasure becomes a Christian girl's school

Cecilia Fryxell, who was the owner and founder of Rostad's boarding school for girls in Kalmar belonged to the well known Warmland family Fryxell. In her youth she went through a religious revival which meant that she connected with the Swedish Missionary Society. Her intention was to be a missionary for the growing movement but after the education she had to give it up due to ill-health.

Now she instead planned to start a boarding school for girls and therefore came to Kalmar where she with the help of good friends bought the beautiful estate Rostad at the price of SEK 20.000.

Black Sara at Rostad.

When Sara was christened and confirmed she came to Miss Fryxell at Rostad as her personal maid and she came to stay there. Sara has been told to have a sense of naive humour and to be happy and friendly towards all who came to meet her. She was said to be like a child all her life, but with a temper that could change quickly.

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Sometimes she took pity over some hungry pupil who she gave an extra sandwich when nobody saw it, while her African temper at the next moment could be uncontrolled and she could burst out in fury.

She preferred clothes with colours and usually she had a red turban on her head. She was a strongly built person and could easily manage with the heavy housework at the school. In her face she had three parallel lines which probably came from a ritual ceremony in her childhood. It sometimes happened that she was reprimanded for having handled the kitchengrocery without care and then she could get very angry and say indignant: "I will kill mamsella Fryxella!". But that was an expression in a hasty mood and anger which went away quickly. Soon she was as good and kind "mamsella" as before. The Swedish language was difficult for her. However, she knew so much that she was entrusted to read the bible texts at the daily hours of devotion at the school.

She kept some of the African manners and customs all her life. She could for example not sleep in a bed, but always slept on the floor outside her mistress bedroom on a blanket or a mattress. When Cecilia Fryxell was old she got a stroke and often needed help, Sara moved her mattress inside the bedroom door or laid down on a sofa in the bedroom.

At one time Sara almost left the school at Rostad and the safe surroundings at "mamsella". There was a circus in the town and a black artist, Mr Jack, the world's strongest Zulukaffer" was performing and this strong man started to court Sara, who now was flattered. Mr Jack showed up every morning outside Rostad's kitchen department while Sara went around and showed herself to him in a colourful shawl while the people working in the kitchen and the pupils at the school followed this with merriness from the school's windows.

The day before the circus left Kalmar Mr Jack proposed but Sara refused. She had the sense to prefer the safe life at Rostad to an uncertain wandering life at the circus. Millan Boy, Sara's daughter later became a pupil at the school and could, at Miss Fryxell's cost, educate herself to become a music teacher and was engaged as a piano teacher to many young people in Kalmar.

When C. Fryxell died in 1883, Sara was remembered in her will. Sara now had got problems with her feet and soon she couldn't work any more. She left the school and was well taken care of by good friends. On several occasions she visited the hospital in Kalmar where she was well taken care of by Dr. Engdahl.

The song about Black Sara

In 1865 a booklet with twelve missionary songs for children by Lina Sandell was given out and in it was the song "Black Sarah". It may be possible that the author had read or heard about young Sara M. and possible also the Gentile Christening a couple of years earlier in Kalmar. And so she wrote the song, which was one of her most well known missionary songs.

As you can see from Lina Sandell's letters there was mostly reality behind Sandell's songs even if she herself never said so. However, this song has contributed to the memory of Black Sara, who died from a lung disease when she was around 60 years old. She was buried at the south church yard in Kalmar and on her memorial stone the following words are written "The Kaffer woman Sara, dead in 1903".

Article taken from magazine "Kvallsstunden" 2005 and written by Mr Ingemar Dahlstrom.

The Vocational School of Enköping

J.P. Johansson took a great interest in education. This is shown by his great engagement and his interest in Enköping's Vocational School. Unfortunately it was not possible to find the whole story, but we hope this will give you an insight into the work and importance of this school.

History

The school started on the 29th of January in 1888 when, at a meeting with the IOGT Lodge 187, the literary man Karl Soderberg was informed that Arvid August Afzelius of IOGT he intended to start up an evening class in writing and accounting, which would be open to all members of the IOGT Lodge and Enköping's "Blabandsforening", and why he asked to be able to use the premises free of charge.

This was unanimously approved and on the 1st of February, 1888. There were lists put out and an unexpectedly large number of participants wrote down their names for participation. It was later on decided that the attendants should control the cost of lighting and fuel and charge this to the participants which would then to be given to the Lodge, who then had decided to take the whole cost as Mr Afzelius did for the premises. In this way the courses were quite free of charge.

Together with Arvid A Afzelius, the Chairman of the Lodge was the businessman C E Lundevall and the Secretary Karl Soderberg. In the "Blabandsforeningen" Daniel Ohman was the Chariman and the businessman J A Nystrom was the Secretary.

The work went on during the whole spring with K Soderberg, F V Amark and the elementary-school teacher E W Eriksson acting as teachers, all without any cost. On the 19th of August, 1888 the Lodge decided that the evening school could also use the premises without cost. On Sunday the 2nd of September at 2.00 PM., the courses for the autumn were started up. From now on also people who were not members were allowed to participate. In a protocol you could see that the number of participants still was very large.

As a curiosity it can be mentioned that E W Eriksson held some lectures about the metric system, which during the 1890's was started to become used for these lectures he got 2 Kr and 85 ore.(SEK 2.85)

During the 1890's the evening school was enlarged and comprised commerce, book-keeping, applied mechanics etc. There was a group of business men and manufactures within the factory and handicraft areas which was active. These people contributed in order to make the future for the school safe. On the 21st of May, 1898 there was a big meeting and J P Johansson participated.

The first question that was raised was about time for the lessons and possibilities to get teachers who could teach without getting paid during April and May that year. The questions were submitted to the future Board. Thereafter the Board was elected: Headmaster F W Amark, Engineer P A Segerkvist, bookseller P J Andersson, manufacturer J P Johansson and tradesman Alexius Andersson. Immediately after the meeting the Board had its meeting. The Board elected Mr Amark as its Chairman, Mr Segerkvist as Secretary and P J Andersson as Treasurer.

It was also decided that the teaching should take place on Mondays, Tuesdays, Thursdays and Fridays in the evening. It was also decided that the pupils should get everything free of charge except paper, pen and rubber. From a protocol of the 1st of April, 1898 it can be seen that 42 pupils were noted for different subjects such as art education, handwriting, geometry etc and as teachers of the school were the elementary-school teacher Hans Vallin, Engineer Segerkvist and Teacher E W Eriksson and later on also the teacher Miss Vallin. >>>>>>>

It was decided to negotiate with the Board of Education to use some classrooms at the elementary school at Strompaterren and to investigate the possibility to receive State subsidy and for this reason the Headmaster V Adler, Stockholm, who was the Inspector of the engineering schools, was contact-ed. He gave positive information, but it was a condition that also the town granted a contribution. Therefore there was a motion given to the Town Council for a contribution of SEK 250/year for the following three years(1898-1900). The motion was signed by J P Johansson and F W Amark. It was dated the 24th of September, 1898. In this motion the good result that had already been achieved was mentioned and the great interest from the young people of the town. Not less than 40 to 50 pupils had participated in the earlier courses which totally, premises as well as teachers, had been paid voluntarily.

In the motion it was mentioned that the Council had given a promise to allow premises at the Stromparterr to be used. After a unanimous recommendation it was decided to sanction the motion and gice SEK 500 for the years 1898-1899.

In the daily press the motion was commented on the 29th of November, 1898. On the 17th of october, 1899 it was mentioned that the pupils were now 53 in total, which meant that the teaching had to take place also on Sunday mornings.

Enkopingsposten, 23rd of April 1906

New sabsidy to the engineering school

Messrs Amark, Johansson and Andersson have in a motion asked for a raise of the subsidy to the evening school from SEK 300 to SEK 400. This was for the three years period 1907-1909. It was mentioned that 65 pupils had participated in the lessons and the need of this school has been established but a necessary condition for the school to survive would be a new subsidy from the town, as this was given only if the same amount was given by the local government.

The Inspector of the engineering schoold, headmaster Adler, had on a visit promised that if a subsidy from the town was given, he would see to it that also the state subsidy was raised.

The time 1914 - 1920

Because of the difficult time of crisis and high prices during the ongoing war, the cost-of-living allowance was approved and the teachers salaries were set at SEK 1,25/hour, i.e. SEK 62,50/year and in addition SEK 25 for those who had a long way to the school.

Among the many difficulties during this time of crisis was the heating of the school and the headmaster E Plank informed that the secondary school could no longer be responsible for the heating of the evening school classroom. This resulted in long discussions which gave J P Johansson and Alexius Andersson the task to solve the problem, which they did.

It had been difficult to agree on the cost for the upkeep, lighting, heating, but in 1919 Enkopings's Factory and Handicraft Society through J P Johansson contributed with SEK 500 and from the teacher O J Olsson a further SEK 50. In the protocol many deep and hearty thanks were stated by the Board.

Reorganisation

During 1920 new rules were issued for the lower engineering education. The Board decided to reorganise the school in accordance with the direction from the Royal Board of Education and immediately send an application for contribution by the State.

But after long discussions it was decided to wait with the reorganisation due to the difficulties to find teachers as per the new plan and the impossibility to get enough classrooms and the uncertainty how the Enköping School Council would arrange the school.

Mr J P Johansson resigns after having been the chairman for 40 years.

On the 30th of December, 1938 J P Johansson was thanked for his unselfish interest in the school work and was very heartily honoured. After 40 years as Chairman and 10 years as Vice Chairman he could leave his mission with honour. Mr Johansson thanked everyone for everything and finally resigned.

The head teacher Victor Balkfors was elected new Chairman.

The language courses which were started needed more classrooms. It was agreed with the Headmaster of the junior secondary school that one classroom could be used there. The Headmaster was asked to investigate and come with the result regarding salary conditions in schools of corresponding size and character as the one in Enköping.

Mr Carl Oscar Djurfeldt was elected teacher in Swedish and with also Swedish business correspondence, which was included, his salary was decided at SEK 3/hour, as he was also going to have work at home with correcting the pupils work. The salaries varied very much at different vocational schools. The lowest was SEK 3.50 and the highest was SEK 4.65/hour. The Headmasters remuneration varied between SEK 200 and 1.400. By studying the investigation result it was decided to change the salaries by adding SEK 0.50/hour and the Headmaster got SEK 200/year instead of SEK 100.

The school is moved

At a meeting on the 28th of August, 1940 it was informed that the Municipal Executive Board, without listening to the School Board, had decided that the school get its premises at the old dairy on Eriksgatan 13. The board approved but said that it could only be a temporary place.

New Headmaster

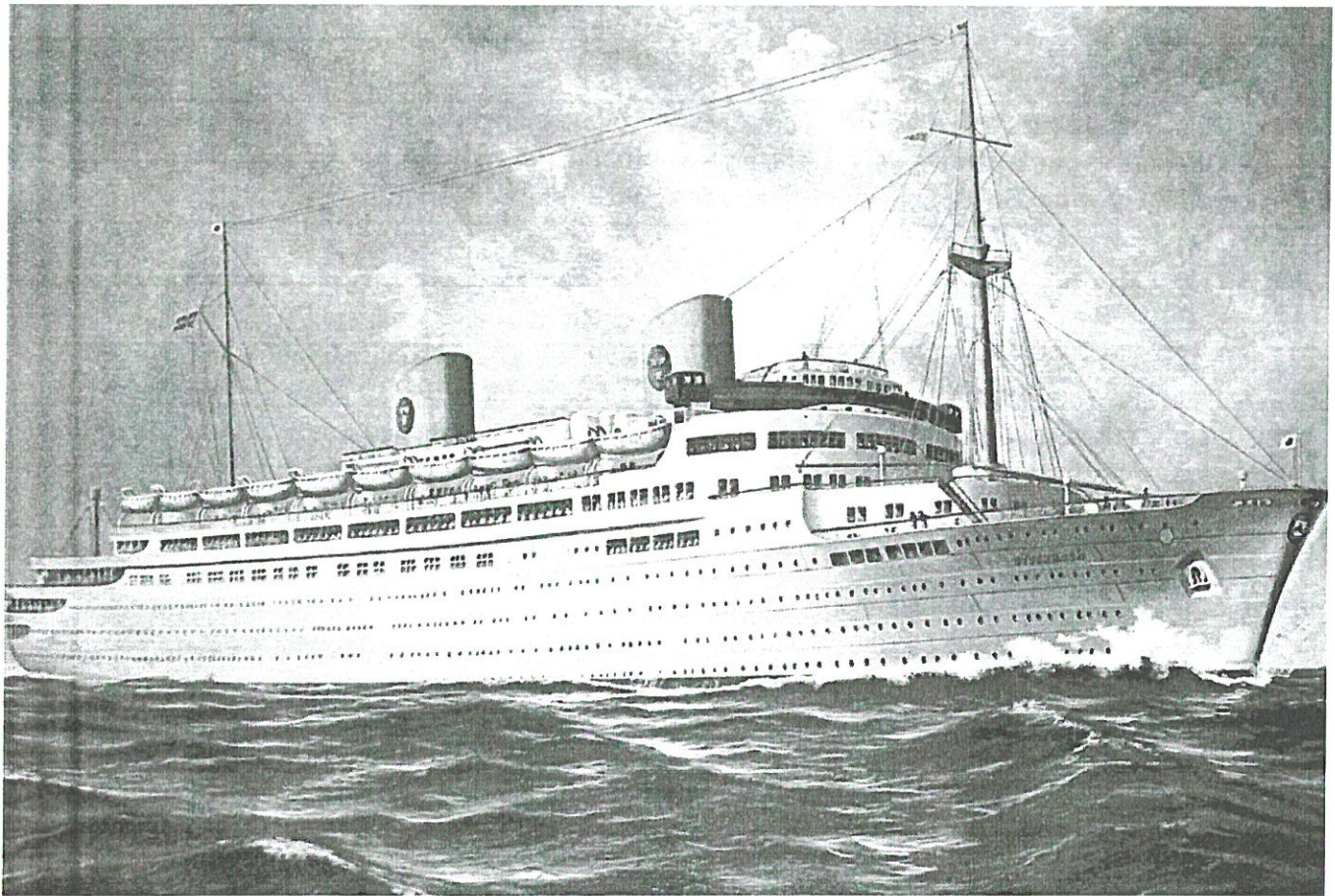
On the 5th of May, 1941 the work as Headmaster was announced. There were only two candidates and the application papers were sent to the Royal School Board recommending the Headmaster at the junior secondary school, Mr E A Swedberg, who in July was elected Headmaster for the vocational schools in Enköping.

Number of pupils

The first information about number of pupils is from 1898 with 117 pupils. In 1960/61 there were 1108.

The school Board

There are many people who during the years have put a lot of work on the school. J P Johansson should be mentioned especially as during 40 years he belonged to the Board as its Chairman as well as Vice Chairman. But there are also many other people who should also be remembered such as Alexius Andersson, P J Andersson and Ernst H Sjöberg.



The Swedish American Line

(written by Gustaf Larsson in 2005)

It was exciting, luxury and romantic. Names like "Kungsholm" and "Gripsholm" have gone down in history and there is almost something mysterious about it. Hardly an transportation institution has put Sweden on the world map more than The Swedish American Line. Every time one of their ships came to the quay in Gothenburg there was a popular festival.

- As a child I remember us sitting on the Slottsberget looking at the American ships. You know, there was a big festival every time the boats came in, says Britt Stalbrand, who lived at Lindholmen opposite the "America Quay".

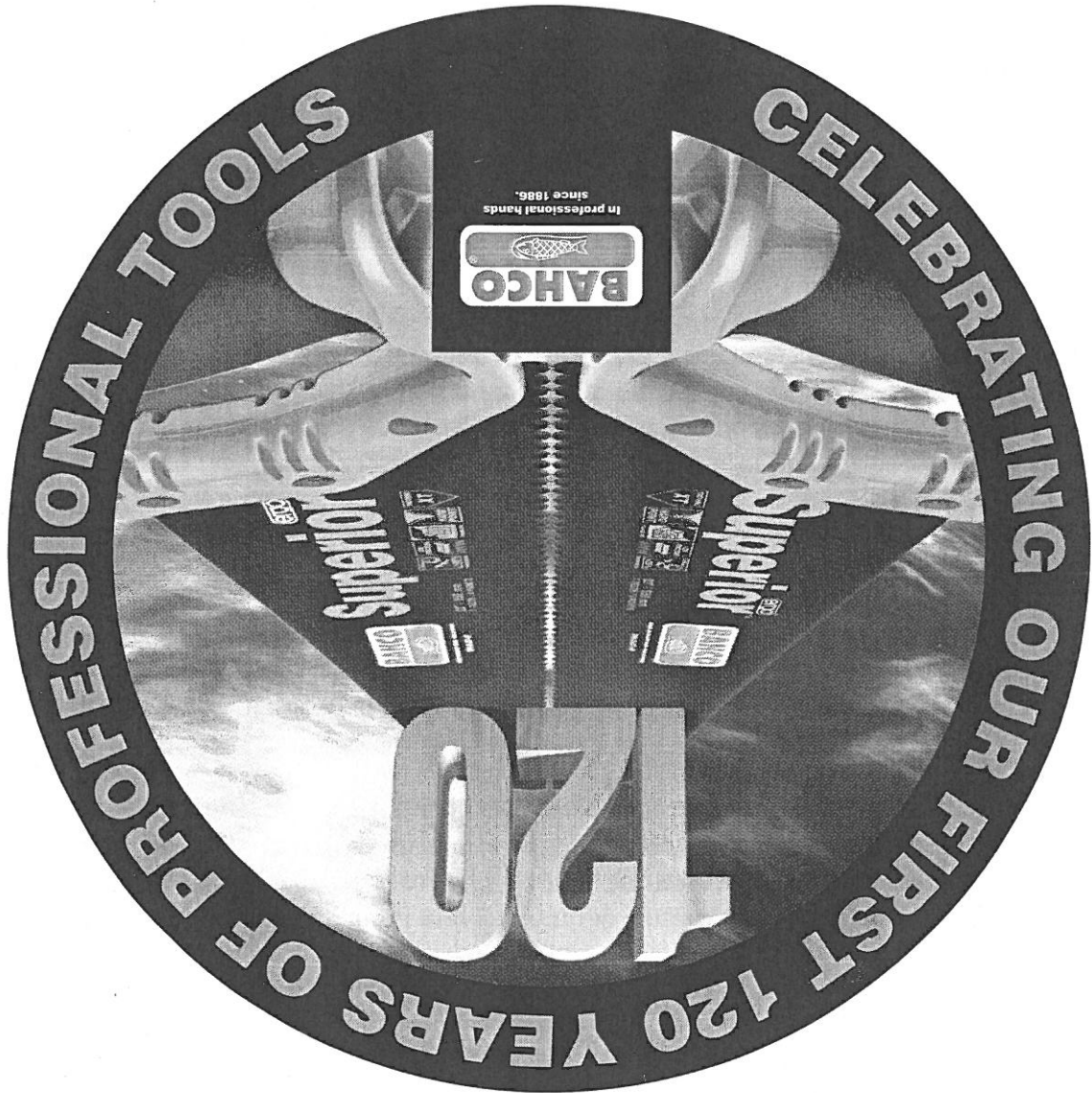
- At Christmas the boats were lit up from stem to stern by lights between the masts. Just like a big illuminated Christmas tree, she continues. Barges took them the last bit and all the time they were blowing their horns and making lots of noise. Small boats were going out to meet them and all of this happened as late as in the 70's.

The emigration traffic laid the ground.

The emigration traffic laid the ground for the whole thing. Foreign shipping companies were collecting and picking up the emigrating Swedes in the Gothenburg harbour at the end of the 19th century. The emigrants came by train to Gothenburg and then walked down to the "Packhus" Quay, where the foreign shipping companies agencies were located.

Mr Orjan Settle is a guide at the Shipping museum in Gothenburg and he had worked onboard in different jobs. He showed me around among the different ship's models and told me that Sweden carried out its own Atlantic traffic for two reasons: Money and Safety. Accidents onboard the ships were far too many.

The initiator to the Swedish American Line (SAL), Wilhelm R Lundgren, didn't like that Swedish money came into the pockets of foreign ship owners. He had a vision about a direct post and passenger line between Gothenburg and New York. He died before his ideas were implemented but his ideas were realized by the rich and well known ship owner and concern builder Dan Brostrom.



The Swedish American Line with its steamship "Stockholm" sailed for the first time from Gothenburg to New York in 1915, thus 90 years ago. The journey over the Atlantic Ocean took around ten nights and days.

There was a special feeling around the departure of an Atlantic ship. Melancholy and tears were mixed with cheers and glad expectation. Imagine all that while the flags were waving and flapping in the wind and all the trumpet fanfares. The sound from the farewell-playing musicband. With a great expectation the travellers go up the gangway while people are standing there waving. This is how SAL depicts the different scenes in the nice film "The storming feelings' ships" from 2002. In one part of this film, which shows the pride of the personnel, Lars Erik Hallberg tells about his signing-on, probably in the beginning of the 60's. We then sailed out here into the archipelago and had passed the Vinga lighthouse. Then everyone in the kitchen department joined in the song "The Old North Sea". I felt it here, he said, and pointed to his abdominal region.

During the 20's SAL earned a lot of money from the emigration which, however, came to a sorry end due to the Stock Exchange crash in 1929. But the sea voyages continued, as the passengers started to be mainly rich tourists and luxury cruises were the new strategy. The shipping company reminded the old emigrants about the promise that once in their life some home to say hallo. And they went with SAL.

But everyone could not afford to go as the cost of the journey was a year's salary for an ordinary Swede. Later on there were almost only American passengers on the ships. The years after the Second World War was a goldmine for the company SAL.

"Kungsholm"

The ship "Kungsholm" was built in 1928.

Some people said that the "Kungsholm" was the finest ship ever built. It had a high ceiling and the decoration was very luxurios. The "Kungsholm" was very modern for its time. Art Deco was in fashion and artists like Simon Gate decorated her and made her splendid as marketer of Swedish art. This is the reason why the "Kungsholm" from 1928 was Greta Garbo's favorite ship. That's why there were always a lot of people coming to look if there was a rumour that Greta Garbo was onboard.

During the Second World War they had to sell "Kungsholm" to USA and it was used for troop transports. All the beauty in the "Kungsholm" was brutally destroyed.

There have been several ships with the names the "Kungsholm" and "Gripsholm". The last "Gripsholm" was built in 1957 and the last "Kungsholm" from 1966 was more luxurios and was the flag ship until SAL was closed in 1975. But "Gripsholm" was nicer and more comfortable we are told when we are standing in front of a model.

The two ships were white, long and slender. They had two yellow funnels with three crowns, the trademark emblem of the shipping company. Lots of small round windows were along the whole sides of the hull and there were passenger cabins also under the water line. The deck was made of teak.

Many single people were going on these ships only in order to get to know people Oryan, who started as assisting deck steward tells that he arranged puzzles out on the deck. Someone put out a couple of bits and there came another one by and helped. In that way people got to know each other. People were also doing gymnastics and swimming together. Shuttle-board was a popular game out on deck.

...continue next issue