

DISCLAIMER

This biography is a rough draft and a work-in-progress.
The research has not been completed, so there may be errors and omissions.
Please return to Tuscania1918.org in the future to see if a revised and
finalized version is available.

Abbreviations:

b = born

d = died

F: = Find A Grave (www.findagrave.org)

NOK = next-of-kin

TUSCANIA

Smith, Donald Abram
1889 MI – 1937 IL



DONALD ABRAM SMITH *Algonac*
Acacia; Sigma Delta Chi; Griffins; Toastmasters;
Tau Beta Pi; Vulcans; Managing Editor, The Mich-
igan Technic (3); Union Opera (3); Class President
(3); Glee Club (3)

Donald Abram Smith - University of Michigan yearbook 1916, senior in engineering -
<https://www.ancestry.com/discoveryui-content/view/468974213:1265>



LIEUTENANT DONALD A. SMITH

First Lieutenant Donald A. Smith, of Detroit, one of the American officers aboard the torpedoed troop transport Tuscania, swam about in a life belt in the icy water of the North Atlantic for three hours Tuesday night before he was rescued by the British. The photograph, which was taken about six years ago, shows him in the vestments of a choir boy. In a grimmer uniform he is now on his way to help defend the Christian ideals he was learning then.

Donald Abram Smith – “Detroit Free Press” 9 Feb 1918 p 1 – as choirboy, photo taken about 1912

NOTE—This Form is to be filled out in duplicate, one copy being retained in the files of the office by which the emergency passport is issued and the other forwarded to the Department.

Form No. 176b—CONSULAR.
(Corrected June, 1917.)

Fee for Passport.....\$1.00
Fee for administering oath and preparing passport application.... 1.00

EMERGENCY PASSPORT APPLICATION.

No. 1037 NATIVE. Issued JUN 30 1919 (Date)

I, DONALD ABRAM SMITH, a Native and Loyal Citizen of the United States, hereby apply to the American Embassy at London, for an emergency passport for myself, accompanied by my wife, and minor children, as follows: born at Algonac, Michigan, on the 21 day of November, 1889; and born at Algonac, Michigan, on the 21 day of November, 1889; and born at Algonac, Michigan, on the 21 day of November, 1889.

I solemnly swear that I was born at Algonac, in the State of Michigan, on November 21, 1889,* that my father John A. Smith was born in Algonac, Michigan and is now residing at Detroit for the purpose of commercial business [that he emigrated to the United States from the port of Algonac, on or about 1889; that he resided uninterruptedly, in the United States, from 1889 to 1918, at Algonac; that he was naturalized as a citizen of the United States before the 1918 Court of Algonac, at Algonac, on 1918].

as shown by the Certificate of Naturalization presented herewith]; that I am not the bearer of Passport No. 1037, issued by Algonac, Michigan, on 1918, that my legal domicile is in Ann Arbor, Michigan, my permanent residence being at United States Army, and I last left the United States on January 23, 1918, arriving at England, on February 5, 1918, where I am now residing for the purpose of Captain, United States Army.

that I have resided outside the United States at the following places for the following periods: England and France, from February 1918 to date; and that I desire to remain a citizen of the United States and intend to return thereto permanently to reside and perform the duties of citizenship within uncer (months).

I have not applied elsewhere for a United States passport or for consular registration and been refused. I desire a passport for use in visiting the countries hereinafter named for the following purpose:

<u>Great Britain</u>	<u>Embarkation and return</u>
<u>France en route to</u>	<u>to arrange personal affairs</u>
<u>Italy</u>	

OATH OF ALLEGIANCE.

Further, I do solemnly swear that I will support and defend the Constitution of the United States against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; and that I take this obligation freely, without any mental reservation or purpose of evasion: So help me God.

Wm. A. Smith
(Signature of applicant.)

American Embassy at London

Sworn to before me this 30th day of June 1919.....
(Month and year)

Wm. A. Smith
(Name.)

[SEAL]

Third Secretary of Embassy.....
(Title)

*A person born in the United States should submit a birth certificate with his application, or, if the birth was not officially recorded, affidavits from the attending physician, parents, or other persons having actual knowledge of the birth.
†If the applicant's father was born in this country, lines should be drawn through the blanks in brackets.
‡It is desirable, but not absolutely necessary, that the certificate of naturalization of the father be submitted.
§See circular instruction of July 26, 1910, entitled "Protection of Native Americans Residing Abroad."

DESCRIPTION OF APPLICANT.

Age: 29 years.
 Stature: 5 feet, 8 $\frac{1}{2}$ inches. Eng.
 Forehead: high
 Eyes: blue
 Nose: regular
 Mouth: medium (moustache)
 Chin: oval
 Hair: fair
 Complexion: fair
 Face: long

IDENTIFICATION.

June 30th 1919.
 (Date.)

I, _____, solemnly swear that I am a { native } citizen
 { naturalized }
 of the United States; that I reside at _____; that I have known
 the above-named _____ personally for _____ years and
 know { him } to be a native citizen of the United States; and that the facts stated in { his } affidavit
 { her }
 are true to the best of my knowledge and belief.

PERSONALLY KNOWN TO EMBASSY.

American Embassy at London
 (Address of Witness)

Sworn to before me this 30th day of June 1919.
 (Month and year.)

[SEAL]

W. M. H. H. H.
 (Name.)
 Third Secretary of Embassy.
 (Title)

Identifying documents submitted as follows: *
 Departmental telegram No. 5729 July 26th verifying birth in United
 States of America of applicant.

* See General Instruction No. 488, circular September 28, 1916, section 4.



Emergency passport application 30 Jun 1919 at the US Embassy in London, England -
https://www.ancestry.com/discoveryui-content/view/2056737:1174?tid=117840868&pid=402273300111&queryId=19585d4889494fe818c55965d6dc059a&_phsrc=hFB57144&_phstart=successSource

137900

The original and each copy of an application for a passport must have attached to it a copy of the applicant's photograph.
A loose signed photograph of the applicant must accompany the application.
The photograph must be on thin paper, should have a light background, and be not over three inches in size.

NOTE—This blank must be completely filled out. The legal fee of one dollar, in currency or postal money order, must accompany the application.

A woman's application must state whether she is married or not, and a married woman must state whether her husband is a native citizen.

The rules should be carefully read before mailing the application to the Department of State, Division of Passport Control, Washington, D. C.

[EDITION OF 1919.]

[FORM FOR NATIVE CITIZEN.]

No. _____

Issued _____

UNITED STATES OF AMERICA.

STATE OF _____ ss.

COUNTY OF _____

I, Donald Abram Smith, a NATIVE AND LOYAL CITIZEN OF THE UNITED STATES, hereby apply to the Department of State, at Washington, for a passport.

I solemnly swear that I was born at Algonac, in the State of Michigan, on or about the 21 day of Mar., 1889; that my {father John A. Smith was born in Michigan and is now residing at Detroit, Mich. (Hosier Manufacturing)

{that he emigrated to the United States from the port of _____,
 on or about _____, 1____; that he resided _____ years, uninterruptedly, in
 the United States, from 1____ to 1____, at _____; that he was
 naturalized as a citizen of the United States before the _____ Court
 of _____, at _____,
 on _____, 1____, as shown by the accompanying Certificate of Naturalization];
 that I have resided outside the United States at the following places for the following periods:

_____, from _____ to _____
 _____, from _____ to _____

and that I am domiciled in the United States, my permanent residence being at Algonac
 in the State of Michigan, where I follow the occupation of Civil Engineer
 My last passport was obtained from American Embassy, on June 20
 and was _____ I am about to go abroad temporarily; and I

(Disposition of passport.)
 intend to return to the United States within 3 {months} {years} with the purpose of residing and per-
 forming the duties of citizenship therein; and I desire a passport for use in visiting the countries here-
 inafter named for the following purpose:

<u>Great Britain</u> (Name of country.)	<u>Investigate American Possibilities</u> (Object of visit.)
<u>France, Italy, Spain</u> (Name of country.)	<u>Leisure</u> (Object of visit.)
<u>Belgium, Holland</u> (Name of country.)	<u>"</u> (Object of visit.)
<u>Germany, Sweden, Holland, Denmark</u> (Name of country.)	<u>New York</u> (Object of visit.)

I intend to leave the United States from the port of _____, 19____
 sailing on board the Rotterdam on Nov. 14, 19____
 (Name of vessel.) (Date of departure.)

OATH OF ALLEGIANCE.

Further, I do solemnly swear that I will support and defend the Constitution of the United States
 against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; and
 that I take this obligation freely, without any mental reservation or purpose of evasion: So help me God.

Sworn to before me this 10 day

of Nov 19____

(SEAL OF COURT)

E.C. Brist

Justice of the Peace Court at Algonac

* A person born in the United States should submit a birth certificate with his application, or if the birth was
 not officially recorded, affidavits from the attending physician, parents, or other persons having actual knowledge
 of the birth.

† If the applicant's father was born in this country, lines should be drawn through the blanks in brackets.
 [over.]

Don't forget to get the passport.

SEE REC'D, NOV 10 1914

4191

DESCRIPTION OF APPLICANT.

Age: 29 years. Mouth: medium - mounted
 Stature: 5 feet, 8 1/2 inches, Eng. Chin: round
 Forehead: high Hair: brn - black
 Eyes: blue Complexion: fair
 Nose: regular Face: oval
 Distinguishing marks _____

IDENTIFICATION.

I, _____, 19____, solemnly swear that I am a { native } citizen
 of the United States; that I reside at _____; that I have known
 the above-named _____ personally for _____ years and
 know { him } to be a native citizen of the United States; and that the facts stated in { his } affidavit
 are true to the best of my knowledge and belief.

Emmy J. [unclear] 30, 1919.
London, N.Y.

(Occupation.)

(Address of witness.)

Sworn to before me this _____ day
 of _____, 19____

[SEAL]

Clerk of the _____ Court at _____

Applicant desires passport to be sent to the following address:

~~Passport Agency.~~ *Dr. J. H. Cull*
~~N. Y. City.~~ *applicant*
Will Cull *11th St*

A signed duplicate of the photograph to be attached hereto must be sent to the Department with the application, to be affixed to the passport with an impression of the Department's seal.



LOCAL NOTIFICATIONS TO
DEPARTMENT OF STATE
WASHINGTON, D.C.



DEPARTMENT OF STATE
WASHINGTON

Nov. 10, 1919.

The Secretary of State
Washington, D.C.

The writer as Capt, Corps of Engineers, has been stationed at American Headquarters, London, and has been in charge of the liquidation of Engineer contracts and the sale of surplus engineer stores. Reserve officers had to be discharged before 1st Nov., hence I had to leave London with quite a number of large items pending. One purpose of my visit is to assist Col. Powell who is left there clearing up anything which I may understand. Also, I propose to look over the field as a new field of endeavor, possibly establishing an office there or entering the service of some engineering firm, but probably returning to the United States in a month or two in order to report the results of my visit to interested parties here.

Respectfully
Wm. B. Gillis.

OATH OF ALLEGIANCE.

Further, I do solemnly swear that I will support and defend the Constitution of the United States against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; and that I take this obligation freely, without any mental reservation or purpose of evasion: So help me God.

Wm. B. Gillis
(Signature of applicant.)

Sworn to before me this 5th day

of November 1919.

(Seal of Court)

O. F. Sodd

Deputy Clerk of the U.S. Dist. Court at New Orleans, La.

FILED NOV 10 1919 ✓

* A person born in the United States should submit a birth certificate with his application, or if the birth was not officially recorded, affidavits from the attending physician, parents, or other persons having actual knowledge of the birth.

† If the applicant's father was born in this country, lines should be drawn through the blanks in brackets.

US passport application 10 Nov 1919 - https://www.ancestry.com/discoveryui-content/view/539189:1174?tid=117840868&pid=402273300111&queryId=19585d4889494fe818c55965d6dc059a&_phsrc=hFB57143&_phstart=successSource

The original and each copy of an application for a passport must have attached to it a copy of the applicant's photograph. A loose signed photograph of the applicant must accompany the application. The photograph must be on thin paper, should have a light background, and be not over three inches in size.

52-This blank must be completely filled out. The legal fee of one dollar, in currency or postal money order, must accompany the application.

A woman's application must state whether she is married or not, and a married woman must state whether her husband is a native citizen.

The rules should be carefully read before mailing the application to the Department of State, Division of Passport Control, Washington, D. C.

[REDEMPTION OF 1919.]

[FORM FOR NATIVE CITIZEN.]

No. _____

Issued _____

UNITED STATES OF AMERICA.

STATE OF Washington }
COUNTY OF D.C. } ss.

I, Donald A. Smith, a NATIVE AND LOYAL CITIZEN OF THE UNITED STATES, hereby apply to the Department of State, at Washington, for a passport.

I solemnly swear that I was born at Algonac, in the State of Michigan, on or about the 21 day of Nov., 1889; that my { father John A. Smith } was born in Algonac, Mich. and is now residing at 335 Cass Ave., Detroit, Mich.

{that he emigrated to the United States from the port of _____, on or about _____, that he resided _____ years, uninterruptedly, in the United States, from _____ to _____, at _____; that he was naturalized as a citizen of the United States before the _____ Court of _____, at _____, as shown by the accompanying Certificate of Naturalization;}

that I have resided outside the United States at the following places for the following periods:

Australia from 1908 to 1911
London from Nov. 1919 to July 1920

and that I am domiciled in the United States, my permanent residence being at Detroit, in the State of Michigan, where I follow the occupation of Civil Engineer.

My last passport was obtained from Dept. of State, on Nov. 9 or 10, and was this kind.

I am about to go abroad temporarily; and I intend to return to the United States within _____ { months } _____ { years } with the purpose of residing and performing the duties of citizenship therein; and I desire a passport for use in visiting the countries hereinafter named for the following purpose:

<u>Great Britain</u> (Name of country.)	<u>Travel</u> (Object of visit.)
<u>Belgium, France, Italy, Spain, Portugal</u> (Name of country.)	" (Object of visit.)
<u>Norway, Sweden, Holland, Denmark, Sinto,</u> (Name of country.)	" (Object of visit.)

I intend to leave the United States from the port of New York, sailing on board the Aguitania, on Nov. 7, 1920.

105778

DEPT. OF STATE
PASS. PORT.
OCT 20 1920
ISSUED
WASHINGTON

Examiner Pkt 1399900
Nov 10/19
DPL

Emergency Passports #10577 Embassy
arr. June 30, 1919
cancel with

(Name of vessel.)

(Date of departure.)

OATH OF ALLEGIANCE.

Further, I do solemnly swear that I will support and defend the Constitution of the United States against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; and that I take this obligation freely, without any mental reservation or purpose of evasion: So help me God.

Sworn to before me this 29th day

(Signature of applicant.)

At New York, Oct. 20 1920of October, 1920.

Agent of the Department of State,

Clerk of the

Court at

13385

* A person born in the United States should submit a birth certificate with his application, or if the birth was not officially recorded, affidavits from the attending physician, parents, or other persons having actual knowledge of the birth.

† If the applicant's father was born in this country, lines should be drawn through the blanks in brackets. (over.)

DESCRIPTION OF APPLICANT.

Age: 30 years.Mouth: MediumStature: 5 feet, 8 1/2 inches, Eng.Chin: GoodForehead: HighHair: BrownEyes: BlueComplexion: FairNose: StraightFace: Good

Distinguishing marks

IDENTIFICATION.

I, James J. [Signature], solemnly swear that I am a { native } citizen
of the United States; that I reside at [Signature]; that I have known
the above-named [Signature] personally for years and
know { him } to be a native citizen of the United States; and that the facts stated in { his } affidavit
are true to the best of my knowledge and belief.

Applicant desires passport to be sent to the following address:

will call.

CR

A signed duplicate of the photograph to be attached hereto must be sent to the Department with the application, to be affixed to the passport with an impression of the Department's seal.





DEPARTMENT OF STATE
WASHINGTON

Oct. 29, 1920.

Dept. of State
Washington.

The passport issued to me
in Nov. 1919 has been mislaid. It
probably became mixed with papers
and books which I stored in Detroit,
Michigan and will not appear again
for an indefinite time. Should this
passport come into my possession
I will immediately return it to the
Dept. of State.

Donald A. Smith.

Sworn before me this 28th day of October.
Charles H. Smith
 Agent of the Department of State.

I intend to leave the United States from the port of *New York*
 sailing on board the *Res. Lardine* on *November 19th, 1920.*
 (Name of vessel.) (Date of departure.)

OATH OF ALLEGIANCE.
 Further, I do solemnly swear that I will support and defend the Constitution of the United States against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; and that I take this obligation freely, without any mental reservation or purpose of evasion: So help me God.

Bertha Pouchan
 (Signature of applicant.)

Sworn to before me this *28* day
 of *Oct 28 1920*
E. H. Hays
 (Signature of official.)
 Passport Agent, Department of State, New York City
 Clerk of the *New York City*

1-28

FEL REGU - OCT 28 1920
13272

US passport application – 28/29 Oct 1920 -

https://www.ancestry.com/imageviewer/collections/1174/images/USM1490_1398-0612?pld=600385453

†DONALD ABRAM SMITH, B.S.C.E., g'16-'17.
 Capt. Engrs., A. E. F., 1917-19. Industrial Engineer. 95 Piccadilly, London, W. I., Eng.

University of Michigan list of graduates 1920 - <https://www.ancestry.com/discoveryui-content/view/1347865:2207>

WAR DEPARTMENT O. Q. M. G. Form No. 629 Approved Aug. 12, 1913 Revised May 18, 1931		APPLICATION FOR HEADSTONE (PLEASE MAKE OUT AND RETURN IN DUPLICATE)			1.21	
Enlistment dates		August 28, 1917			ORIGINAL	
Discharge dates		October 21, 1919				
Name	Rank	Company	U. S. Regiment, State Organization, or Vessel	Date of Death		
SMITH, DONALD ABRAM	Captain		301 U.S. Engineers (SOS)	Oct. 17, 1937		
Name of Cemetery	Located in		If World War Veteran			
	City	State	Division	State	Emblem	
Oaklawn	Algonac	Mich.	76	Mich.	Christian Masonic None	
To be shipped to Charles E. Marsden, at Algonac, Mich. , Detroit, Wayne Co. Michigan (Name of consignee) (Give R. R. station, county, and State)						
Whose post-office address is 8100 E. Jefferson Ave., Detroit, Mich.						
DO NOT WRITE HERE			This application is for the UNMARKED grave of a veteran. It is understood the stone will be furnished and delivered at the railroad station or steamboat landing above indicated, at Government expense, freight prepaid. I hereby agree to promptly accept the headstone at destination, remove it and properly place same at decedent's grave at my expense. NO FEE SHOULD BE PAID IN CONNECTION WITH THIS APPLICATION.			
To A. G. O. MAR 22 1938			Edna M. Smith, Applicant.			
Ordered PROCTOR, VI. 15 APR 1938			% John A. Lawton			
B/L 1680364			Address 4709 Beacon St Chicago, Ill.			
Shipped 5-13-38			Date March 17, 1938			

https://www.ancestry.com/imageviewer/collections/2375/images/40110_285453-02092?pid=2001569

SMITH RITES HELD TODAY

Former Algonac Man Given Military Honors

Algonac, Oct. 21—Donald Abram Smith, nephew of Angus M. Smith, in Veterans' hospital, Hines, Ill., was in Federal hospital, Detroit, was buried in Oaklawn cemetery here today after funeral services in the W. R. Hamilton funeral home, Detroit.

Services were held under American Legion auspices. Members of Pemberton Bros. post No. 202, American Legion, took part in services at the grave.

Mr. Smith, who was an Army reserve captain, was born 41 years ago in Algonac. He was graduated from the college of engineering of the University of Michigan in 1917. After training at Camp Devens, Mass., he was commissioned a first lieutenant of engineers.

He was with Michigan and Wisconsin troops bound for France on the Tuscania, World War troopship, when the vessel was torpedoed in the Irish sea Feb. 15, 1918. He was rescued after clinging to a damaged lifeboat five hours.

He was stationed in England for the rest of the war. Later he became adjutant to the London post of the American Legion. He traveled widely for the export division of General Motors corporation.

In addition to his uncle here, he is survived by his widow, a sister, Mrs. Charles Marsden, Detroit; two brothers, Henry Smith, Texas, and Byron Smith, Blind River, Ont., and an aunt, Mrs. Alfred Marshall, Detroit.

Obituary of Donald Abram Smith – "Port Huron (MI) Times-Herald" Thursday 21 Oct 1937 p 22

SMITH DONALD ABRAM		Don	Xc 2162075
Capt Engrs		K	633 944
95 Piccadilly London England		A	2 122 622
Da	Died 10-17-37	T	366 698
Born 11/21/99		R	
Enl 9/2/17	Dts 10/21/19	Ct.	1 435 934
		I	

U. S. VETERANS BUREAU
MILITARY RECORDS
Form 7902-Rev. Sept., 1926

INDEX CARD

2-12000

<https://www.familysearch.org/ark:/61903/3:1:3Q9M-C3MW-CW8L-V?mode=g&cc=2968245&personUrl=%2Fark%3A%2F61903%2F1%3A1%3AW7LC-696Z>

JOURNAL OF THE ACACIA FRATERNITY

November 1913

DONALD A. SMITH

Algonac, Michigan

By J. A. Woodward, Grand Treasurer

Brother Don A. Smith, of the Michigan Chapter, is a wide-awake Acacian. "Smittie" was initiated at the time of the Michigan Conclave and is a Junior Engineer. He is President of the Junior Engineering Class and is responsible for the reinstatement of the "J-Hops" at Michigan, on a substantial and democratic basis. He is chief editor of the *Technic*, the official organ of the Engineering Society and is a member of Delta Sigma Phi, national journalistic society. He is a member of the Glee Club and has recently been elected to Tau Beta Pi, national honorary engineering society. In addition to being Assistant to Dean Butts of the Engineering Department, and his many campus activities, he is a ready and constructive worker for Acacia.

Courtesy of Steven Schwartz of Renton WA

HEADQUARTERS AMERICAN ARMY IN IRELAND.

Victoria Barracks, Belfast, Ireland.

March 3rd 1918.

From: 1st. Lieut. Donald A. Smith, Engr.'s U.S.R.
 To: Chief of the Army Transport Service, U.S.A.
 Subject: Memorandum on Tuscania Disaster.

It is a fact that the loss of nearly two hundred of our men on the SS Tuscania, was due to causes completely within our control. The ship was afloat three hours and five minutes after being struck, and during the first hour, the list to starboard was not so excessive as to interfere with the launching of the life boats on the port side, that is to say, there was ample time to launch every boat on the vessel (except the two or three smashed boats).

While there was quite a stiff breeze from the south, the sea was not so rough as to make the launching of boats even difficult.

There was boat capacity for every man on board, there was lots of time to launch them, yet approximately 1350 of our men remained on board, after the last boat had left the ship. Had the Tuscania sunk in 1 hr. 10 mins. as did her sister ship the Transylvania, when torpedoed in the Mediterranean, undoubtedly all those 1350 would have been lost, the first destroyer came alongside 1 hr. 15 mins. after the torpedo struck, the second 2 hrs. 30 mins.

The point of the whole business is that our own soldiers who had the unexpected work of lowering the life boats, had no idea as to how the davits had to be managed to get a boat safely into the water. We had boat drill every day at 2 P.M., this boat drill consisted simply of U.S. Officers and soldiers taking their stations. By the time we were two days out of Halifax, our men knew their proper stations (which were changed frequently the first few days) and at the critical time our men were at their proper places. But in these boat drills, the davits and falls were not touched, hardly examined, for it was understood that a ships officer and six of the ships crew would be at each boat station to lower boats. Our only part was to be done by twenty men at each station who were there to assist in lifting the collapsible boats over to the davits after the first boat (swung out through the latter part of the voyage) was lowered. No members of the ships crew appeared at the boat drills.

After the explosion, I know of only one boat station where a competent ships officer was superintending our men in lowering the boats. At one station, an old fellow, probably the boatswain, was in charge, but at no station was more of a mess made of things than at his. The ships crew were almost non-existent as far as help was concerned. The officers were engaged on other duties for some time, starting the emergency dynamo, sending up rockets etc. etc. so that in most cases when a ships officer finally did get to his station, he found one or more boats gone and the davits or falls put hors de combat.

That is to say, our twenty men in charge of one officer at each boat station, who were simply there as "Hunkies" had to do,

H. Q. AM. AR. EXP. FORCE
 A. G. O. 3/4/18

12585-7

MEMORANDUM ON TUSCANIA DISASTER (CONT).

all the lowering of boats, and they, of course, made an awful mess of it, I saw a boat containing about 25 men, dropped nearly thirty feet flat onto a crowded boat in the water. I saw another boat dropped so that it hung perpendicular, spilling the 25 or more occupants out into the water like sacks of beans, then down went the boat stern first among them. This type of accident happened several times.

Boats were lowered and filled and were towed alongside, (while the ship still had some leeway), the occupants seemingly unable to unhook the falls, dropping back under another ~~davit~~ another boat would come down and both be tipped over. Falls were cut in order to allow filled boats to leave the side of the ship, thereby putting the boats supposed to follow from that davit out of commission entirely. At least half of our loss must have been due to men being crushed by falling lifeboats, by getting into the water and being crushed between boats and the side of the liner.

My point is that practically all our loss would have been avoided had our men had a single opportunity to lower a boat into the water. We laid 24 hours in Halifax Harbor in smooth water, where an honest life boat drill could have been held. It is folly to depend upon the crews of British Ships to do the work of lowering the boats. Practically all the old sailors are in the navy and I understand that fully one third of every merchant crew shipped, consists of lads never having been to sea before. The ship's officers are competent, but they are nearly all very busy for some time after an accident and it is inevitable that on a torpedoed transport, expected to go down every minute, the soldiers are not going to stand around and wait until someone comes along and lowers a boat for them. They will lower themselves, quite rightly, for it is an even chance no one will come at all, and in order to do so effectively, these land lubbers, as most of our soldiers are, must have at least one chance to learn how to do it. British ships have never made much of a practice of actually putting a boat in the water during boat drill but when they are loaded with U.S. soldiers, certainly when there is a golden opportunity for it as there was for us at Halifax - they should have orders to stage the regular thing.

One more point.

With the possibility of our men being afloat for hours, even days, in a life boat, it would be highly valuable if first the officers and then thru them every man aboard were shown where matches, flares, compass, food, water, axe, etc. were kept in the life boats, also ~~the~~ the way in which the flares are lighted. The exact position of the various articles should be actually pointed out. The lighting of a flare should be illustrated. This would not be a difficult proposition but would rather be a means of relieving the tedium of the passage, and it may be most valuable.

The above is suggested by my own experience. I was in a smashed in collapsible boat with two enlisted men, to which we had gone down ropes and swam to, after the first destroyer had loaded and left. It was floating away past the stern. We shivered in that boat for five hours because I didn't know how to light the flares in the boat. I found them right away, tho' they were under water and wasted a dozen trying to light one. It was only when we were fast approaching the rocks of Islay Island that I made a thorough search for the matches I knew were there somewhere (the boat was full over the seats, but her air tanks kept her afloat) finding them inside a lantern in a tin box, which took me twenty minutes to get open because I didn't know the secret of opening them and couldn't find it in the dark and cold. With a match I read the flare directions (they are scratched, not lighted) but several operations are necessary) and in a short time was picked up by a trawler, at exactly 12 midnight. Other boats were without ship's crew and never found their

MEMORANDUM OF TUSCANIA DISASTER (CONT).

flares or matches but made their location known by means of flash-lights they happened to have. I had the pleasure of seeing several picked up near me two hours before I was picked up, but was unable to attract their attention.

The lesson, then, which I read from the Tuscania disaster is that every transport, especially British merchant ships carrying troops, should have orders to put on at least one boat drill at which all boats are put into the water, or at least one boat from each davit put in, by our own men, (one is better than none) and that all men be shown in lectures where to find and how to use the various necessary complement of a life boat.

Ronald A. Smith
1st. Lieut. Engineers U.S.R.

1st Ind.

Hqrs. Base Section No. 3, S.O.R., London, England, March 5, 1918, To
Commanding General, S.O.R., France.

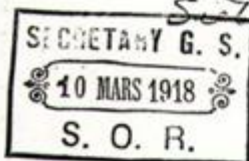
1. The principal point brought out by this report is that when soldiers on transports are to be called upon to lower their lifeboats in an emergency, they should be organized and drilled for this purpose, and that all officers and soldiers on board should be instructed as to the equipment of the lifeboats.

2. Attention is invited to the general report of the Tuscania disaster submitted by these Headquarters on February 23, 1918, to the Commander-in-Chief, A.E.F.

MAR 10 1918
Headquarters
France

JRP/LMS

GEO. T. Bartlett
GEO. T. BARTLETT.
Major-General, N.A.,
Commanding.



Lt. DONALD A. SMITH
Headquarters American Army in Ireland
Victoria Barracks, Belfast, Ireland

I am at the Officer's Mess of the Thirteenth Irish Rifles. My work is clearing up now so that I hope to get a chance to write.

Everybody is so kind to me here; it seems, as if I had been handed the keys to Belfast. There are several American women here whom have done wonders for our men.

You probably guessed that I was on the Tuscania. As soon as I landed I cabled "safe." It was rather fierce. Just twelve hours or so from Liverpool; we thought we were there. It was a great experience; one I would not care for again, but still experience. I learned many things. Torpedoed at 5:50, pitch dark, strong South wind xxxxxxxx in Irish sea. I was looking at an Atlas at the time. Had just found our position. It was a xxxxxxx of an explosion, right under where I was sitting. The 15,000-ton ship lifted and shook and the lights went out. My lifebelt, which I had carried to meals and to bed and to everyplace, was at that moment below, so I had to get down to my cabin and get overcoat and life preserver

Confusion, of course, but no panic. The Men were heroes. They stood at their stations and all they wanted were orders. Our bulkheads held and we stayed up three hours. But every minute of the hour and a half, I was aboard, I looked for her to take a plunge.

We lost our men through faulty lowering of boats. The crew were suppose to do it, an officer and six men at each davit, but they showed up in, but one or two cases. Our men lowered the boats, and not knowing how, they were dropped any old way, invariably filled with water, often smashed, and to get one boat away the falls often were so fouled that they had to be cut, consequently putting the three boats yet to be lowered from that davit out of business.

I saw one boat dropped onto a full boat in the water, square on. Another held at one end, and dropped at the other, the men in it rolled out, and the boat later took a dive among them. That was the way we lost our men; more were crushed than drowned. I watched all the boats get away and one destroyer loaded to capacity, and at 7:15 when the Tuscania had been afloat fifteen minutes longer than her sister-ship, sunk last year in the Mediterranean stayed up when hit. I saw an empty boat, or rather a life raft, smashed in at both ends and full of water, but on account of her life-raft characteristics (air tight tanks); safe or sure to float at least. I was afraid that the Tuscania would go down, and in going down, drag us all. Three-quarters were off and it was every man for himself.

I had no troops to look after, and I thought I'd chance the water, so went down a rope and swam to this empty boat with two privates. It was some swim, and a damp spot to land. We floated, drifting with the ship, saw the second destroyer come up

and get the rest, saw the Tuscania take fire and sink at 9:00 PM, leaving a film of burning oil on the surface for a time, a weird sight.

At 12:00 Midnight by my watch, which kept going in spite of its bath, an armed trawler picked us up, just as we were expecting to be thrown on the rocks of Islay. I found matches and struck a light in the boat just in time.

Five hours on a raft, wet and shaking like I don't know what! It was sure cold and disagreeable, to put it mildly. The trawler landed us at Larne, Ireland, at 8:00 AM, next morning, in a fairly run-down condition.

I helped Captain Roche, from the Liverpool office, to get the rolls of the men saved, and thereby worked myself into being left in Ireland, in charge of all the men unable to be sent at once to England. About 150 sick, here in Larne, Londonderry, Dublin, and Ballymena. Had four medical officers left with me. I opened up "Headquarters American Army in Ireland" and your nephew is boss. Funny, isn't it?

Donald A. Smith

Feb. 1918

Courtesy of Steven Schwartz of Renton WA

MEN ON TUSCANIA WERE HEROES SAYS LIEUT. DON A. SMITH

**Tells. Brother. He. "Com-
mands American Army
Headquarters in Ireland."**

A description of the weird scene which followed the torpedoing of the American transport *Tuscania* and the fight for their lives put up by men aboard the disabled craft, is contained in a letter just received by Henry C. S. Smith, deputy collector of customs here, from his brother, Donald A. Smith of Detroit, Mich., who was aboard the torpedoed vessel. Lieutenant Smith spent the win-



DON A. SMITH.

ter of 1918-17 in San Antonio and made many friends in the city. He was commissioned when sent overseas. His letter telling of the sinking of the vessel said:

"We were torpedoed at 5:15 p. m. o'clock. It was pitch dark at the time, and a strong south wind in the Irish sea was blowing. I was looking at an atlas and had just found our position. It was a hell of an explosion, right under where I was sitting. The 15,000-ton ship lifted and shook and the lights immediately went out. My life belt which I had carried to meals and to bed, was at that minute below. I went to my room for it and also got my overcoat.

"There was no panic. The men were heroes. They stood at their stations awaiting orders. We lost what men we did through faulty lowering of boats. I watched all the boats get away and there were still lots of us left. I saw a life boat broken in at both ends and full of water but her life-raft characteristics made her sure to float, so I thought I would chance the water. I went down a rope and to the raft, two privates also coming with me. It was some swim. I saw a destroyer come and take off the rest of the men, then I saw the *Tuscania* on fire and saw her sink about 9 o'clock, leaving a great film of burning oil on the surface. It was a weird scene. At 12 o'clock midnight an armed steamer picked us up. Just as we were expecting to be thrown on the rocks. I had been fighting matches which attracted her. We were landed at Larnet at 5 o'clock the next morning.

"I am in charge of the sick here at Belfast, and have opened up headquarters for the American army in Ireland. Your brother is here—Pershing in France—and in Ireland. I hope to leave for England soon."

Lieutenant Smith, who is 26 years of age, has had varied experiences. He spent four years in Australia and went from there to South Africa, later to Brussels, Antwerp and many other parts of Europe. He is a graduate of the University of Michigan and is an engineer. He trained at Camp Devens, Ayer, Mass.



Apparently Donald Abram Smith from MI – a captain when he was discharged– “Los Angeles Evening Express” Tuesday 19 Feb 1918 p 10 -
<https://www.newspapers.com/image/legacy/608251653/?terms=richter%20tuscania&match=1>

Telephone No. 369 Central

Robert J. Walker, I.A.,
William Barclay
Architects.

108 Douglas Street,
Blythswood Square,
Glasgow, Scotland.

2nd. July, 1924.

Donald A. Smith, Esq.,
The American Legion,
13 Hertford Street,
Mayfair: London.W.I.

Dear Mr. Smith,

Memorial - Hull of Oa - Islay.

I have your letter of 28th. ult., and have pleasure in sending you a print showing an outline of the Island of Islay. The position of the Monument is shown in Blue, within a circle. I have marked the position of the Cemeteries, coloured Yellow in squares, and also the point where the "OTRANTO" was wrecked, shown with a red cross. The Monument is 65 feet high and stands on a cliff, rising about 600 feet above sea level. It was the intention of the American Red Cross Society to erect walling, and a cairn, at each of the Cemeteries, but on account of your Government's decision to have the bodies taken back to America, this idea was departed from. I still think that small Cairns should be erected from where the bodies were removed, to mark their temporary resting places.

I am sending you the sketch of the Cairn and walling which were intended to be carried out. These are on the lines of the Monument itself, but the Cairns were intended only to be from 10 to 12 feet high, and built of native boulders with a small bronze inscription plate. You might return me this drawing, but you can retain the outline of the Island and also the map of Islay, which I herewith enclose.

I should be very pleased to furnish you with any further information should you desire it.

Yours faithfully,

(signed)

Robert J. Walker

per W.B.

NOTE: Lieutenant Donald A. Smith, C of E., was a survivor of the S.S. TUSCANIA when the transport was torpedoed at dusk 5:50 P.M. February 5, 1918, and sunk approximately three hours later. The disaster took place in the North Channel, between Ireland and the Isle of Islay Scotland, where most of the casualties occurred.
LAUER, Secy.

Seven Years Ago: *The Tuscania*

By DONALD A. SMITH

THERE wasn't anything very romantic about the embarkation at Hoboken on January 25, 1918, of some two thousand two hundred American soldiers on the Anchor liner *Tuscania*. We got aboard, nearly all strangers to each other, and we sailed sometime after noon. We reached Halifax and imagined we might get frozen in. Then we found ourselves at sea in the middle of a convoy (a system newly inaugurated by the British) of nine beautiful ships. Leading the formation and seemingly defying everything less than the German High Seas Fleet was a British cruiser.

It was a routine voyage, full of gossip and the usual wonderings as to whither bound, with the bar closed to us but leaking at times, with a make-believe boat drill, with the company clerks typing directories, with the landlubbers of the 20th Engineers getting seasick, with the old ivories working surreptitiously down below into the small hours of the morning—in fact, it was the same old crossing a couple of million of us experienced.

But only up to a certain point.

Seven destroyers met us on the morning of February 5th. They ranged themselves around us and we hoped they were American because it was rumored that we had a flotilla at Queens-town, but we were nearing the opposite end of Ireland (though we didn't know it), and the fact became established that the destroyers were British. Before dark we could see Ireland on the right and Scotland on the left. The sole topic of conversation was whether we were headed for Liverpool or Glasgow—but at least we were safe. Lifebelts which had been ten-day companions were quietly forgotten. We might see a little war after all.

I went on deck at about half past five and stood forward looking through a pitch black night at a light flashing three or four miles ahead. A figure appeared beside me.

"I wonder what that light is?" I said.

"Rathlin Island," replied the figure. "Subs are bad just here, as they lie on the sandy bottom during the day and come to the surface when they hear us coming along." The speaker was the second officer, about to go on watch.

I had never heard of Rathlin Island, so I went into the smoking room, where there was a big atlas, and succeeded in finding the spot—a little dot in the middle of where the Atlantic

GERMAN TRAWLER'S FATE.

(FROM OUR CORRESPONDENT.)

GLASGOW, Dec. 28.

During the height of the gale on Christmas night the German trawler *Hoholuft* was driven on the rocks at the Mull of Oa, a rocky point on the coast of Islay, and of her crew of 12 it is feared that only one has survived. Owing to the breakdown of the cable between Islay and the mainland details are very meagre. The *Hoholuft*, accompanied by another German trawler, the *Wenn*, left Loch Fyne on Thursday laden with herrings for Altona on the Elbe. It is assumed that during the height of the gale the captain had tried to work his vessel into Loch Indail, a favourite place of shelter for vessels caught in Atlantic gales, but that the *Hoholuft* was driven on the rocks at the Mull of Oa, the point where, during the war, the *Tuscania* was torpedoed and sunk with the loss of hundreds of American soldiers.

The submarine which sent the steamship *Tuscania* to the bottom on February 5, 1918, with the loss of 230 American lives, survived the war and was surrendered to the British unharmed after the Armistice. Now, within a few weeks of the seventh anniversary of the *Tuscania* disaster, a peaceful German trawler sinks almost on the same spot with a loss of eleven lives. The above clipping is reproduced from the London Times of December 29th last. Mr. Smith, the author of the accompanying article, is adjutant of London Post of The American Legion. He was on board the *Tuscania* when she was torpedoed—the only troopship on which American lives were lost on the eastward passage during the war—and after the disaster was for six weeks in charge of those survivors who were landed in Ireland.

Ocean keeps the Scotch and Irish apart. Just about there a ship had to decide whether she would head for Liverpool or Glasgow. The latest dope had it we would be in Liverpool at seven o'clock next morning. This talk of a Boche-infested sea must be all bosh.

What's the use of trying to describe what happened then? "There was a loud report" would be perfectly good English, but it wouldn't convey any description of the sound. The ship seemed to lift and shake; the lights went out; men pushed by in the dark hunting for their discarded life preservers and overcoats—something must have happened, but no one was sure what it was. I daresay some of the survivors still think we struck a mine.

I went with the crowd in the dark two or three decks below and found my overcoat and lifebelt. Those men who had been carrying pocket searchlights deserve their reward for that night. When one is down below on a sinking ship the question of whether it were best to save the new thirty-five dollar boots, a tooth-brush, or the socks Aunt Maud had just knitted for you does not arise. I did a little hurrying, forgot all the things I had made sure I would

take in such an eventuality, and made the deck to find the complement of my boat drawn up where they were supposed to be. Mind you, I hadn't any position of command or particular responsibility in it and so didn't have to hurry.

There wasn't much doubt that something had happened, for they were sending rockets up from the bridge every few seconds. It was ten minutes before any lights went on. The second engineer, who was on duty at the time, happened to be picked up by the same trawler as myself, and he told me that the explosion (which occurred on the starboard side in the stokehold 'midships) knocked him off his feet as he stood at the controls. He made for the ladder but was up to his waist in water before reaching it, and on reaching deck helped to start the emergency dynamo, a gas engine on deck aft.

With what I am going to say next two things must be remembered. First, the best men of the British mercantile marine were all by that time in the Navy; the crews were anything that could be picked up in Liverpool and Glasgow. Second, our men were woodsmen rather than sailors; the biggest unit on board was a battalion of the 20th Engineers. There is no need to dwell on the launching of the boats. A report of mine covering this is reposing somewhere in the

archives of the War Department. Each pair of davits was supposed to launch four boats—the average was possibly one each. In front of me as I stood at my station I saw a boat dropped from the top deck on to a loaded one in the water. I saw a loaded one held at one end and dropped at the other while soldiers tumbled out like ninepins.

I was to go in the second boat, and the men just stood there in line waiting until it became evident that there weren't going to be any more boats from that particular pair of davits. A fireman wanted to get into the first boat as it came down from the hurricane deck. He assured me he was down for it but his station was up above and I told him I would shoot him if he tried. I didn't own a gun, but he disappeared quickly and, I daresay, succeeded somewhere else.

A well-known American writer for whom I have great admiration wrote afterward in a popular weekly of the men singing "Where do we go from here, boys?" He was on the *Baltic*, which had led us across the Atlantic only a hundred yards or so ahead. I sometimes doubt if, after his interrupted poker game, he really heard

(Continued on page 13)

Seven Years Ago: The Tuscania

(Continued from page 7)

that song, because our comrade ships, our cruiser, and our destroyer convoy disappeared into the night. These were their orders. Our boys did sing; they sang some camp songs; they sang "Nearer, My God to Thee," and they stood in their places and waited while the *Tuscania* listed farther and farther to starboard and sank farther and farther by the bow. They did this because they were unable to help with recalcitrant boats, and they realized that they could best help by standing fast. But when they sank the *Baltic*

must have been some fifteen miles away.

There isn't much fun on a sinking ship. Why the *Tuscania* should have remained afloat so long I do not know. I had been told that her sister ship, the *Transylvania*, went down in the Mediterranean forty minutes after being torpedoed. Forty minutes went by. Fifteen hundred men were still aboard, not to mention two stewardesses. I went up on the hurricane deck and remember only one pair of davits from which any hope remained of a boat's being launched. It was getting time for her to take the plunge.

All the while we had been wondering what had become of our destroyer escort. Suddenly a light appeared and circled around us, finally becoming distinguishable as a destroyer, which came to rest bow to bow on the port side. Discipline relaxed a little, although not too much. A thousand men got aboard that destroyer—she couldn't take any more. It didn't seem right fighting for a place and we didn't know that the *Tuscania* would be afloat even if a second destroyer were going to come up half an hour later and take off the rest. In fact, we were expecting every second that the ship would take a plunge. So when a life raft, smashed up and full of water because it had been literally thrown from the top deck, came within

view, I asked two of the engineers standing near me if they could swim. We three went down a rope, hoping to get the raft alongside and a few men aboard. It was only a thirty or forty yard swim and we didn't get anybody else on to our raft. But we saw those who had stayed on board rescued and we saw the *Tuscania* sink at nine o'clock in a sea of burning oil.

We were picked up by a trawler just at twelve o'clock midnight, only a few minutes before we would have been washed on the Mull of Oa, and after we had seen the cliffs looming above us and necessity had taught us how to light flares—but that is another story.

A couple of thousand of us wanted that submarine sunk. Sorry, but she wasn't. She was surrendered after the Armistice at Harwich and was broken up in England for scrap.



Then and Now

By the Company Clerk



AS WE stated once before in these columns, World War historians or pseudo-historians cannot get away with any inaccuracies in accounts of World War happenings which appear before the Weekly's audience. This time the Weekly itself has been caught. The case in point is the account of the sinking of the *Tuscania*, by Donald A. Smith, Adjutant of London (England) Post of the Legion, in the January 30th issue. The caption under a reproduction of a newspaper clipping which accompanied the article said in part: "He (referring to Comrade Smith) was on board the *Tuscania* when she was torpedoed—the only troopship on which American lives were lost on the eastward passage during the war."

That issue of the magazine was scarcely off the press before Comrade H. H. Amsden of Concord, New Hampshire, who described himself as "sometime Capt., Med., U. S. A.," had recalled in a letter the sinking of the transport *Otranto* with the loss of 335 American troops. "This disaster occurred on Sunday morning, October 6, 1918, at very nearly the same place where the *Tuscania* was sunk. I have a very vivid recollection of this disaster as I was aboard the *Kashmir*, the vessel which collided with and sank the *Otranto*," writes Comrade Amsden. Legionnaire Henry Albert Dihm, former captain, Q. M., O. R. C., adds: "If I am not mistaken, first reports were to the effect that the *Otranto* was torpedoed, and later reports corrected this and announced she was rammed. The latter is the correct version since, being there, I should know."

These letters set the Company Clerk to digging in the archives, where in a pamphlet issued by the Office of Naval Intelligence in July, 1919, he found that the loss of life in the *Otranto* tragedy was placed officially at 356.

The *Otranto* sinking, however, was not the only correction offered. John J. O'Hanlon, ex-sergeant, Company A, 58th Infantry, Fourth Division, now of Philadelphia, recalls the fact that "the *Moldavia*, carrying Companies A and B of the 58th Infantry, was torpedoed and sunk in the English Channel on May 23, 1918, with a loss of 56 American lives." Comrade F. W. Stelling, formerly of Company I, 58th Infantry, who now resides in San Francisco, "witnessed the sinking of the liner *Moldavia* early in the morning of May 23, 1918, near the Isle of Wight by a submarine. There were 56 men killed and drowned, all of Company B, 58th Infantry, except one man of Company A. The survivors were landed at Dover the same day." A third letter about the sinking of the *Moldavia* came from Comrade George A. Cronin of Haverhill, Massachusetts. The Naval Intel-

ligence Office report describes the *Moldavia* as an English armed merchant cruiser carrying American troops.

The widow of a comrade writes about another marine disaster. She is Mrs. Theresa M. Dute of Amherst, Ohio, whose husband, Homer A. Dute, "was killed en route to war along with several others when the *Ticonderoga* was torpedoed by the German submarine *Deutschland* on the morning of September 30, 1918. As near as I remember, there were only 17 survivors. I would be much interested in hearing from any survivors of this disaster. There were five or six boys from this locality lost on that ship." United States troop casualties in the sinking of the *Ticonderoga* totaled 125. This ship was an animal transport manned by navy personnel but with soldiers aboard to care for the cargo. According to the official report, this ship was sunk by gun-fire on the date stated in Mrs. Dute's letter, but no mention is made of the *Deutschland*.

It is strictly true, as Secretary of the Navy Josephus Daniels declares in his book, "Our Navy at War," that "not a single vessel of the Cruiser and Transport Force was torpedoed on the way to France." The three troopships which were sunk on the eastward journey—the *Tuscania*, the *Moldavia*, and the *Otranto*—were British chartered vessels, and the *Ticonderoga* was an animal transport. Two of the Transport Force, the *President Lincoln* and the *Covington*, were sunk returning from Europe, as was also the *Antilles*, an army chartered transport not manned by the Navy. Two American transports, the *Finland*, manned by a civilian crew, and the *Mount Vernon*, manned by the Navy, were torpedoed but were safely navigated to port and repaired. The *Dwinsk*, another British chartered troopship, was sunk while on the return trip to the United States.

THE account of the *Tuscania* sinking brought several letters from buddies who had been among those present. Comrade F. J. Thomas of Saint George, Staten Island, New York, writes that "this is the first time I have read a real honest-to-goodness account of the disaster. I was on board the *Tuscania* at the time it was sunk with the 138th Aero Squadron, and Comrade Smith's account is true in every detail. I might also say that I was in Ireland with Smith, although not knowing him, as I was taken to a camp at Buncrana in County Donegal." And from the letter of Legionnaire W. B. Jones of Wheatland, Wyoming, we extract the following: "Wish to state that I was on the *Baltic* at the time the *Tuscania* was submarined and stood beside the

'well-known American writer,' soon after the *Tuscania* commenced sending up rockets. I also read his article in the 'popular weekly' in which he stated that the men on the stricken ship were singing 'Where do we go from here, boys?' I am compelled to state that the w. k. American writer's hearing and perception must have been a hundredfold keener than the average individual's. My eye is not the artist's eye in fine frenzy rolling, and my ear is not attuned to song when the noise and vibration of scurrying soldiers and full-speed-ahead compels one to shout to make himself understood to a fellow passenger with whom he is rubbing shoulders."

Another eye-witness of the sinking was Comrade C. W. Nice, ex-chief yeoman, United States Navy, now living in Morrison, Illinois, who reports: "I was on the U. S. S. *Kanawha* directly behind the *Tuscania* on that trip across the Atlantic from Halifax. One thing has been cleared up by the statement that it was a sub that sent the *Tuscania* to the bottom. The commander of my ship reported to the Navy Department that it was his belief that it was a mine. It was just a dull explosion, neither loud nor soft—more like a dull thud. The *Tuscania* listed heavily to starboard. And I might say that Comrade Smith could have said he knew positively that the well-known writer did not hear the boys singing 'Where do we go from here, boys?' I can positively state that the *Baltic*, on which he was a passenger, was at least one-half mile ahead of the *Tuscania* when she was torpedoed. Mr. Smith speaks of the destroyer escort—British—and I can state that the destroyer escort of this convoy was at least five miles ahead of the convoy."

WE ARE glad to announce that the file of The American Legion Weekly in the Library of Congress in Washington, D. C., is now complete, starting with Volume I, Number 1, due to the co-operation of Then and Now-ers. Last summer the Librarian of Congress appealed to the Weekly for nine numbers of Volume I (1919) which were missing from the files of the library. These numbers being out of print, the Company Clerk passed the buck to the Then and Now gang in the July 4th issue.

This first request brought in three of the missing numbers. A repetition of the call for back numbers in the issue of December 12th brought prompt responses from nine more men. Bernard W. Cornwell, commander of Clark Mills (New York) Post, was the first under the wire with his contribution. The six copies he sent are now in the government library's archives.

We thank Comrade Cornwell and also the following Legionnaires who either sent in the missing numbers or offered to furnish them: Marion S. Lee, vice-commander, George A. Greenlee Post, Tooele, Utah; Anthony J. Krueger, commander, Patchogue (New York) Post; George F. Walling, West Orange, New Jersey; John G. Ruckel, Springfield, Illinois; L. C. Beauregard, Burlington, Vermont; E. H. McCarthy, past commander, South Omaha (Nebraska) Post; W. H. Epley, Mansfield, Ohio, and Merle A. Jenkins, Mitchell, South Dakota.

THE AMERICAN LEGION
January 30, 1925 – Page 7

Seven Years Ago: *The Tuscania*

By Donald A. Smith

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It was a routine voyage, full of gossip and the usual wonderings as to whither bound, with the bar closed to us but leaking at times, with a make-believe boat drill, with the company clerks typing directories, with the landlubbers of the 20th Engineers getting seasick, with the old ivories working surreptitiously down below into the small hours of the morning – in fact, it was the same old crossing a couple of million of us experienced, but only up to a certain point.

Seven destroyers met us on the morning of February 5th. They ranged themselves around us and we hoped they were American because it was rumored that we had a flotilla at Queenstown, but we were nearing the opposite end of Ireland (though we didn't know it), and the fact became established that the destroyers were British. Before dark we could see Ireland on the right and Scotland on the left. The sole topic of conversation was whether we were headed for Liverpool or Glasgow – but at least we were safe. Lifebelts which had been ten-day companions were quietly forgotten. We might see a little war after all.

I went on deck at about half past five and stood forward looking through a pitch black night at a light flashing three or four miles ahead. A figure appeared beside me. "I wonder what that light is?" I said. "Rathlin Island," replied the figure. "Subs are bad just here, as they lie on the sandy bottom during the day and come to the surface when they hear us coming along." The speaker was a second officer, about to go on watch.

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A well-known American writer for whom I have great admiration wrote afterward in a popular weekly of the men singing "Where do we go from here, boys?" He was on the S.S. Baltic, which had led us across the Atlantic only a hundred yards or so ahead. I sometimes doubt if, after his interrupted poker game, he really heard that

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A couple of thousand of us wanted that submarine sunk. Sorry, but she wasn't. She was surrendered after the Armistice at Harwich and was broken up in England for scrap.

The above clipping is reproduced from the London Times of 29 December 1924. Mr. Smith, the author of the accompanying article, is adjutant of the London Post of the American Legion. He was onboard the *Tuscania* when she was torpedoed – the only troopship on which American lives were lost on the eastward passage during the war – and after the disaster, he was for six weeks in charge of those survivors who were landed in Ireland.

Courtesy of Steven Schwartz of Renton WA

"Illinois, Deaths and Stillbirths, 1916-1947," Donald Abram Smith (1937)

Name:	Donald Abram Smith
Titles and Terms (original):	
Death Date:	17 Oct 1937
Death Place:	Proviso Twp., Cook Co., Illinois
Gender:	Male
Marital Status:	
Race or Color:	
Age:	47
Estimated Birth Year:	1890
Birth Date:	21 Nov 1889
Birthplace:	Algonac, Michigan
Father:	John A.
Father's Titles and Terms (original):	
Father's Birth Place:	Algonac, Michigan
Mother:	Alvina Schnoor
Mother's Titles and Terms (original):	
Mother's Birth Place:	New Baltimore, Michigan
Occupation:	Mgr. Auto. supplies
Residence:	Detroit, Wayne, Michigan
Street Address:	
Spouse:	Edna Smith
Spouse's Titles and Terms (original):	
Spouse's Birthplace:	

Burial Date: 18 Oct 1937
 Burial Place: Detroit, Michigan
 Cemetery: Local
 Informant:
 Additional Relatives:
 Digital Folder Number: 4008439
 Image Number: 985
 Film Number: 1786952
 Volume/Page/Certificate Number: cn 38571

Courtesy of Steven Schwartz of Renton WA

Donald Abram Smith

in the Illinois, U.S., Deaths and Stillbirths Index, 1916-1947

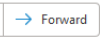
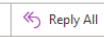
Name:	Donald Abram Smith
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Death Place:	Proviso Twp , Cook Co , Illinois
Burial Date:	18 Oct 1937
Burial Place:	Detroit, Michigan
Cemetery Name:	Local
Death Age:	47
Occupation:	Mgr. Auto. supplies
Race:	White
Marital Status:	M
Gender:	Male
Residence:	Detroit, Wayne, Michigan
Father Name:	John A.
Father Birth Place:	Algonac, Michigan
Mother Name:	Alvina Schnoor
Mother Birth Place:	New Baltimore, Michigan
Spouse Name:	Edna Smith
FHL Film Number:	1786952

<https://www.ancestry.com/discoveryui-content/view/2666264:2542>

Donald Abram Smith



Bentley Reference <bentley.ref@umich.edu>
To tygon5@live.com



Wed 4/8/2009 12:22 PM

We removed extra line breaks from this message.

There is a necrology file (a file of information collected by the Office of Alumni Records on all University alumni) available for this individual, and so I was able to gather some basic biographical information about him.

In your query, you referenced Smith's role in caring for the survivors of the Tuscania in Ireland. Immediately after this responsibility, according to Smith's own account, he was in charge of "debarking troops" in Liverpool England from March 23-May 1, 1918. He was discharged October 21, 1919 in Paris, France. Alumni records show that in 1920, Smith's address was 95 Piccadilly, London, England. A gap follows, and the next known address (after his graduate school years) is in 1928, working for General Motors in Melbourne, Australia. In 1930, he was still working for GM, but living in New York City. As of 1931, he was working for Charles H. Hills, a company that managed patents, trademarks, and copyrights in Chicago, IL. In 1934, he was working for Pontiac Motor Company and was transferred to the Indianapolis office. He died in 1937 from a "long illness" at the age of 47.

Thank you for the detailed citation information about the mentions of Donald Smith in the Michigan Alumnus. I was able to locate them immediately, as we have this publication in our collection. The 1929 volume includes a brief letter from Smith, who was writing from Melbourne. Essentially, he thanked the Alumnus editors for making the magazine more personal. He emphasized how good it was to hear of former classmates and professors, and urged them to keep up the good work. The 1934 volume includes an alumni note about Smith, which just says that he'd been transferred to the Indianapolis division of Pontiac. It was one of the same clippings included in his necrology file.

If you'd like to order photocopies of the Alumnus bits or of the clippings in Smith's necrology file, please see the instructions on printing a photocopy form and how to order photocopies, available on our "Photocopy Policies and Procedures" web page at:
< <http://bentley.umich.edu/refhome/duplication/photocop.php> >.

The Bentley Library charges 20 cents per page for photocopying in addition to postage and a \$5.00 preparation fee. Please sign the copyright agreement on the photocopy order form, ensure that the mailing address is correct, and return it to us with your \$5.00 preparation fee to:

Bentley Historical Library
1150 Beal Ave.
Ann Arbor, MI 48109-2113

Lt. DONALD A. SMITH

Headquarters American Army in Ireland
Victoria Barracks, Belfast, Ireland

February 1918

I am at the Officer's Mess of the Thirteenth Irish Rifles. My work is clearing up now so that I hope to get a chance to write.

Everybody is so kind to me here; it seems, as if I had been handed the keys to Belfast. There are several American women here whom have done wonders for our men.

You probably guessed that I was on the Tuscania. As soon as I landed I cabled "safe." It was rather fierce. Just twelve hours or so from Liverpool; we thought we were there. It was a great experience; one I would not care for again, but still experience. I learned many things. Torpedoed at 5:50, pitch dark, strong South wind xxxxxxxx in Irish sea. I was looking at an Atlas at the time. Had just found our position. It was a xxxxxx of an explosion, right under where I was sitting. The 15,000-ton ship lifted and shook and the lights went out. My lifebelt, which I had carried to meals and to bed

and to everyplace, was at that moment below, so I had to go down to my cabin and get overcoat and life preserver.

Confusion, of course, but no panic; the men were heroes. They stood at their stations and all they wanted were orders. Our bulkheads held and we stayed up three hours. But every minute of the hour and a half, I was aboard, I looked for her to take a plunge.

We lost our men through faulty lowering of boats. The ship's crew was supposed to do it, an officer and six men at each davit, but they showed up in, but one or two cases. Our men lowered the boats, and not knowing how, they were dropped any old way, invariably filled with water, often smashed, and to get one boat away the falls often were so fouled that they had to be cut, consequently putting the three boats yet to be lowered from that davit out of business.

I saw one boat dropped onto a full boat in the water, square on. Another held at one end, and dropped at the other, the men in it rolled out, and the boat later took a dive among them. That was the way we lost our men; more were crushed than drowned. I watched all the boats get away and one destroyer loaded to capacity, and at 7:15 when the Tuscania had been afloat fifteen minutes longer than her sistership, sunk last year in the Mediterranean stayed up when hit. I saw an empty boat, or rather a life raft, smashed in at both ends and full of water, but on account of her life-raft characteristics (air tight tanks); safe or sure to float at least. I was afraid that the Tuscania would go down, and in going down, drag us all. Three-quarters were off and it was every man for himself.

I had no troops to look after, and I thought I'd chance the water, so went down a rope and swam to this empty boat with two privates. It was some swim, and a damp spot to land. We floated, drifting with the ship, saw the second destroyer come up and get the rest, saw the Tuscania take fire and sink at 9:00 PM, leaving a film of burning oil on the surface for a time, a weird sight.

At 12:00 Midnight by my watch, which kept going in spite of its bath, an armed trawler picked us up, just as we were expecting to

be thrown on the rocks of Islay. I found matches and struck a light in the boat just in time.

Five hours on a raft, wet and shaking like I don't know what! It was sure cold and disagreeable, to put it mildly. The trawler landed us at Larne, Ireland, at 8:00 AM, next morning, in a fairly run-down condition.

I helped Captain Rochey, from the Liverpool office, to get the rolls of the men saved, and thereby worked myself into being left in Ireland, in charge of all the men unable to be sent at once to England. About 150 sick, here in Larne, Londonderry, Dublin, and Ballymena. I Had four medical officers left with me. I opened up "Headquarters American Army in Ireland" and your nephew is boss. Funny, isn't it?

1st Lt. Donald Abram Smith
Commanding Officer
Ireland Headquarters Post

The American Legion publication, January 30, 1925 – Page 7

Seven Years Ago: The Tuscania

By Donald A. Smith

There wasn't anything very romantic about the embarkation at Hoboken on January 25, 1918, of some two thousand, two hundred American soldiers on the Anchor liner Tuscania. We got aboard, nearly all strangers to each other, and we sailed sometime after noon. We reached Halifax and imagined we might get frozen in. Then we found ourselves at sea in the middle of a convoy (a system newly inaugurated by the British) of nine beautiful ships. Leading the formation and seemingly defying everything less than the German High Seas Fleet was a British cruiser.

It was a routine voyage, full of gossip and the usual wonderings as to whither bound, with the bar closed to us but leaking at times, with a make-believe boat drill, with the company clerks typing

directories, with the landlubbers of the 20th Engineers getting seasick, with the old ivories working surreptitiously down below into the small hours of the morning – in fact, it was the same old crossing a couple of million of us experienced, but only up to a certain point.

Seven destroyers met us on the morning of February 5th. They ranged themselves around us and we hoped they were American because it was rumored that we had a flotilla at Queenstown, but we were nearing the opposite end of Ireland (though we didn't know it), and the fact became established that the destroyers were British. Before dark we could see Ireland on the right and Scotland on the left. The sole topic of conversation was whether we were headed for Liverpool or Glasgow – but at least we were safe. Lifebelts which had been ten-day companions were quietly forgotten. We might see a little war after all.

I went on deck at about half past five and stood forward looking through a pitch black night at a light flashing three or four miles ahead. A figure appeared beside me. "I wonder what that light is?" I said. "Rathlin Island," replied the figure. "Subs are bad just here, as they lie on the sandy bottom during the day and come to the surface when they hear us coming along." The speaker was a second officer, about to go on watch.

I had never heard of Rathlin Island, so I went into the smoking room, where there was a big atlas and succeeded in finding the spot – a little dot in the middle of where the Atlantic Ocean keeps the Scotch and Irish apart. Just about there a ship had to decide whether she would head for Liverpool or Glasgow. The latest dope had it we would be in Liverpool at seven o'clock next morning. This talk of a Boche-infested sea must be all bosh.

What's the use of trying to describe what happened then? "There was a loud report" would be perfectly good English, but it wouldn't convey any description of the sound. The ship seemed to lift and shake; the lights went out; men pushed by in the dark hunting for their discarded life preserver and overcoats – something must have happened, but no one was sure what it was. I daresay some of the

survivors still think we struck a mine.

I went with the crowd in the dark two or three decks below and found my overcoat and lifebelt. Those men who had been carrying pocket searchlights deserve their reward for that night. When one is down below on a sinking ship the question of whether it were best to save the new thirty-five dollar boots, a tooth-brush, or the socks Aunt Maud had just knitted for you does not arise. I did a little hurrying, forgot all the things I had made sure I would take in such an eventuality, and made the deck to find the complement of my boat drawn up where they were supposed to be. Mind you, I hadn't any position of command or particular responsibility in it and so didn't have to hurry.

There wasn't much doubt that something had happened, for they were sending rockets up from the bridge every few seconds. It was ten minutes before any lights went on. The second engineer, who was on duty at the time, happened to be picked up by the same trawler as myself, and he told me that the explosion (which occurred on the starboard side in the stokehold amidships) knocked him off his feet as he stood at the controls. He made for the ladder but was up to his waist in water before reaching it, and on reaching the deck he helped to start the emergency dynamo, a gas engine on deck aft.

With what I am going to say next, two things must be remembered. First, the best men of the British mercantile marines were all by that time in the Navy; the crews were anything that could be picked up in Liverpool and Glasgow. Second, our men were woodsmen rather than sailors; the biggest unit on board was a battalion of the 20th Engineers. There is no need to dwell on the launching of the boats. A report of mine covering this is reposing somewhere in the archives of the War Department. Each pair of davits was supposed to launch four boats – the average was possibly one each. In front of me as I stood at my station I saw a boat dropped from the top deck onto a loaded one in the water. I saw a loaded one held at one end and dropped at the other while soldiers tumbled out like ninepins.

I was to go in the second boat, and the men just stood there in line waiting until it became evident that there weren't going to be any more boats from that particular pair of davits. A fireman wanted to get into the first boat that came down from the hurricane deck. He assured me he was down for it, but his station was up above and I told him I would shoot him if he tried. I didn't own a gun, but he disappeared quickly and I daresay, succeeded somewhere else.

A well-known American writer for whom I have great admiration wrote afterward in a popular weekly of the men singing "Where do we go from here, boys?" He was on the S.S. Baltic, which had led us across the Atlantic only a hundred yards or so ahead. I sometimes doubt if, after his interrupted poker game, he really heard that song, because our comrade ships, our cruiser, and our destroyer convoy disappeared into the night. These were their orders. Our boys did sing; they sang some camp songs; they sang "Nearer, My God to Thee," and they stood in their places and waited while the Tuscania listed farther and farther to starboard and sank farther and farther by the bow. They did this because they were unable to help with recalcitrant boats, and they realized that they could best help by standing fast. But when they sank, the Baltic must have been some fifteen miles away.

There isn't much fun on a sinking ship. Why the Tuscania should have remained afloat so long I do not know. I had been told that her sister ship, the Transylvania, went down in the Mediterranean forty minutes after being torpedoed. Forty minutes went by. Fifteen hundred men were still aboard not to mention two stewardesses. I went up on the hurricane deck and remember only one pair of davits, from which any hop remained of a boat being launched. It was getting time for her to take the plunge.

All the while we had been wondering what had become of our destroyer escort. Suddenly a light appeared and circled around us, finally becoming distinguishable as a destroyer, which came to rest bow to bow on the port side. Discipline relaxed a little, although not too much. A thousand men got aboard that destroyer – she couldn't take any more. It didn't seem right fighting for a place and we didn't know that the Tuscania would be afloat even if a second

destroyer were going to come up half an hour later and take off the rest. In fact we were expecting every second that the ship would take a plunge. So when a life raft, smashed up and full of water (because it had been literally thrown from the top deck), came within view, I asked two of the engineers standing near me if they could swim. We three went down a rope, hoping to get the raft alongside and a few men aboard. It was only a thirty or forty yard swim and we didn't get anybody else on to our raft. But we saw those who had stayed onboard rescued and we saw the Tuscania sink at nine o'clock in a sea of burning oil.

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Edward T. Lauer Collection

Submitted by Tim Epps of Port Charlotte, Islay (2005)

A LETTER TO MR. SMITH

To: Mr. Donald A. Smith, Adjutant
London Post, American Legion
London, England

February 9th, 1925

Dear Mr. Smith:

I wish to express my appreciation of your article entitled: "SEVEN YEARS AGO: THE TUSCANIA" in the January 30th edition of the American Legion Weekly. Quite a number of us who were survivors of that ill-fated voyage were rather irritated over the article by Irving S. Cobb in the Saturday Evening Post a short time later, and to which you make reference. I am glad to see that you have at last given out the truth of the matter.

This writer was a member of the 100th Aero Squadron at that time. We had given up our quarters to form a hospital section for the men suffering from the mumps and were ourselves quartered on the bottom deck at the time we were hit. I was out in the middle of the hatch on this bottom deck rolling up my blanket roll preparatory to landing the next morning. I certainly agree with you that the non-coms who had electric flashlights were a wonderful help to us in finding those narrow stairways in the dark.

I finally got to the boat station and into a life boat, which as you say, up-ended, spilling nearly everyone out. I fortunately grabbed a seat and stayed with it. Then, when we hadn't much more than reached the water, a loaded boat smashed down upon us. I don't know how it missed me. It tore part of one side off our boat. Anyway, I stayed with it, along with perhaps a dozen others, as I had failed to locate my life preserver in the darkness. We drifted away with one oar between us, and some two hours later we fortunately drifted into, and were rescued by the destroyer, "H.M.S. GRASSHOPPER" which landed us next morning at Londonderry.

Would be very glad to hear from you some time. I know a Post Adjutant may have some spare time for personal correspondence. At any rate accept my best regards.

Very sincerely yours,

Warren K. McCarty
805 N. Van Ness Avenue

Santa Ana, California
Santa Ana Post #131
American Legion

<https://freepages.rootsweb.com/~carmita/history/Regiment/news/OCR.html>

Newspapers:

Many American officers and privates were rescued while swimming about in search of wreckage to which to cling. A few of these could swim, but they had on their lifebelts which they had kept close at hand throughout the voyage.

Lieut. Donald A. Smith of Algonac, Mich., was in the water three hours in a lifebelt before he was hauled aboard a trawler.

More likely he was in a lifeboat or life raft, not in the water – “Chicago Tribune” Friday 8 Feb 1918 p 2 – this story appeared in newspapers across the country

STATE MEN WHO SAILED IN TUSCANIA

FROM DETROIT.

Edward T. Fitzgerald, secretary
Mayor Oscar B. Marx, Detroit.
Abner E. Larned, wife, Mrs. A. E.
Larned.

Sanitary Squad, No. 2, Thirty-second
Division.

Thomas P. Boland, sergeant, sis-
ter, Mrs. W. Cargett, 56 Montcalm
street east.

Jake H. Spiller, private, sister,
Mrs. Robert Veach, 52 Sterling ave-
nue.

107th Engineering Train, 107th
Supply Train and Military Police.

Frank J. Crowsowski, private, sis-
ter, Miss Annie Brabaw, 340 St. Jo-
seph street.

Scattered Units.

Hugh L. Joseph, first lieutenant,
mother, Mrs. A. E. Walter, 224 Dav-
ison avenue.

Donald Abram Smith, first lieuten-
ant, father, J. A. Smith, 646 Jeffer-
son avenue.

Frank E. Hausherr, private,
father, Charles W. Hausherr, 126
Oregon avenue.

[list continues]

"Detroit Free Press" Saturday 9 Feb 1918 p 3

Among the Survivors.

Word has been received that Lieutenant Donald A. Smith of Algonac, nephew of our fellow townsman, J. B. Smith, is among the survivors of the *Tuscania*, which was torpedoed by a German submarine. It is believed that Lieut. Smith owes his life to the fact that he is an expert swimmer, as he was in the water in a life belt for three hours before being hauled aboard a trawler.

Lieut. Smith was graduated from the University of Michigan in June. He was an assistant instructor in the engineering class for a time and then volunteered for the engineering corps, receiving his military training at Camp Ayers, Mass.

"L'Anse (MI) Sentinel" Saturday 16 Feb 1918 p 1

War Department And Navy Orders

WASHINGTON, May 17.—(AP)—Army orders issued by the war department today included the following:

Col. Henry Hossfeld, Inf, to Vancouver Barracks, Wash.

LIEUTENANT-COLONELS

Rufus F. Maddux, CAC, to Boston.

George F. Lemon, OD, to Baltimore.

MAJORS

Bowyer B. Browne, CE, to Hawaiian dept.

Hugh B. Fenn, Inf, to Fort Niagara.

Bernard R. Peyton, FA, to Leland Stanford university.

Thomas W. Freeman, Inf, to Fort Francis E. Warren, Wyo.

Philip C. Clayton, Cav, to Fort Riley, Kan.

Thomas F. Limbocker, Cav, to Fort Riley.

CAPTAINS

Donald Abram Smith, CE (Reserve), to duty at Chicago.

Thomas A. Austin Jr., Inf, to Fort Benning.

Philip T. Fry, Inf, to Atlanta.

Charles T. Skow, AC, to Randolph Field.

Arthur R. Baird, OD, to Presidio of San Francisco.

Charles A. Beaucond, Cav, to Fort Brown.

[list continues]

"Newport News (VA) Daily Press" Saturday 18 May 1935 p 8

By direction of the President,
Captain Donald Abram Smith, Corps
of Engineers Reserve, is with his
consent ordered to active duty ef-
fective May 20.

"Columbus (GA) Ledger" Sunday 9 May 1935 p 3



"Port Huron (MI) Times-Herald" Wednesday 20 Oct 1937 p 12

Wife Edna Millicent MacIntosh

Edna Millicent Macintosh

Vital • Canada, Ontario Births and Baptisms, 1779-1899

Name	Edna Millicent Macintosh
Sex	Female
Birth Date	21 Oct 1883
Birthplace	Petrolia, Lambton, Ontario, Canada
Birthplace (Original)	Petrolea, Lambton, Ontario
Father's Name	George Clayfield Macintosh
Father's Sex	Male
Mother's Name	Amelia Mitchell
Mother's Sex	Female
Event Type	Birth

<https://www.familysearch.org/ark:/61903/1:1:XLPX-97J>

Province of Ontario PROVINCE OF ONTARIO		In the Matter of the Registration of a Birth (To be filled in by the Registrar within one year after each birth took place) To Whom: And to the Matter of the Vital Statistics Act.	
Name of Child in Full	Dina Millie Mae Macintosh		
Date of Birth	October First 1932	Sex	FEMALE
Place of Birth of Child	Petrolia	County	Lambton
(City, Town, Village or Township)			
Name of Father	George Claffield Macintosh		
Address of Father at time of birth	Petrolia, Ontario	Occupation of Father at time of birth	Oil Operator
Maternal Name of Mother	Mitchell (signature) (phonetic)		
Name of Physician at Birth	Dr. John McLean		
I, <u>FRANK C. MACINTOSH</u> of the <u>TOWN</u> of <u>WILSON</u> in the County of <u>Yale</u> in the Province of <u>ONTARIO</u> <u>Columbia</u> Do Solemnly Declare as follows: (1). That I am the <u>FATHER</u> of the aforesaid; (Relative to Child) (2). That I have personal knowledge of the matters herein set forth, and the information herein is true in substance and in fact; (3). AS ABOVE.			
Book 104			
AND I MAKE this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of THE CANADA EVIDENCE ACT.			
Signed before me at the <u>town of Wilson</u> in the County of <u>Yale</u> in the Province of <u>Ontario</u> on the <u>27</u> day of <u>August</u> 1932		<u>George Claffield Macintosh</u> (signature of declarant)	
Signature <u>Edwin Macintosh</u> Notary Public, Commissioner, or Justice of the Peace A Notary Public is not to be present		001753 MACINTOSH, Dina Millie Mae 001047	
*This Declaration may be made in Ontario before a Commissioner for taking Affidavits, or a Notary Public. Out of Ontario, it should be made before a Notary Public who should affix his notarial seal.			
(OVER)			

<https://www.familysearch.org/tree/person/sources/9627-M8Q>

Edna M Macintosh

Marriage • England and Wales Marriage Registration Index, 1837-2005

Name **Edna M Macintosh**
 Event Date **1925**
 Event Place **St. George Hanover Square, London, England**
 Registration District **St. George Hanover Square**
 Event Type **Marriage Registration**
 Page **1024**
 Volume **1A**
 Affiliate Line Number **98**
 Registration Year **1925**
 Registration Quarter **Oct-Nov-Dec**
 Spouse Name (available after 1911) **Smith**
 Possible Spouse **Donald A Smith**

Marriage in England 1925 - <https://www.familysearch.org/tree/person/sources/96Z7-M8Q>

8002/A-324 - AMBASSADOR BRIDGE
 MANIFEST Port DETROIT, MICHIGAN. Date AUG 24 1932 Serial No.

Family SMITH EDNA M.M. Husband Donald A. Smith U.S.C.
 nee Macintosh

C.I. No. 128 Maiden name Macintosh Act of 1924 4 (C) Quota country charged S. P. No. P. V. No. 1
 Place of birth (land, country, etc.) Detroit, Mich. Age 40 Yrs. Sex M S. Occupation none Race W. D. none Write by
 Language or exemption English Nationality Canadian Last permanent residence (town, country, etc.) B.C.
 Name and address of nearest relative or friend in country whence they came Father Geo C Macintosh Oliver B.C.
 Ever in U.S. From Feb 1929 to Aug 1932 Where Chicago, Ill. Passage paid by husband
 Destination, and name and complete address of relative or friend to join them That Donald A. 968 Atkinson St Detroit
 Money shown \$50.00 Ever arrested and deported, or excluded from admission no Reside Person
 Height 5 Ft. 8 In. Complexion Fair Hair blue Distinguishing marks
 Support and date of landing, and name of steamship Vancouver 1/2 2/29 Magana 767796
 Records by Previously examined at Date Previous disposition Adm Arrived by Date
 U. S. DEPARTMENT OF LABOR, Immigration Service. Form 548. 4 25 P.M. 16-2160

<https://www.ancestry.com/discoveryui->

DISPOSITION BEFORE E. S. I.				VISITORS OR TRANSITS	
Deferred for and date	Rejected on and date	Visitor 514 No.	Ticket 514 or S. S. Line and Ticket No.	Ticket issued at and date	
Date applied	Decision and date	Date admitted	File No.	Visorship	

MEDICAL CERTIFICATE

Official with _____

Part of body affected _____

Bureau, U. S. Public Health Service.

REMARKS AND INDORSEMENTS

Admission under oath never refused. Admitted to U.S. on 12/24/32. Departed.

Edna M. Smith *Lester W. Marsh*

U. S. Department of Health, Education and Welfare 16-2140

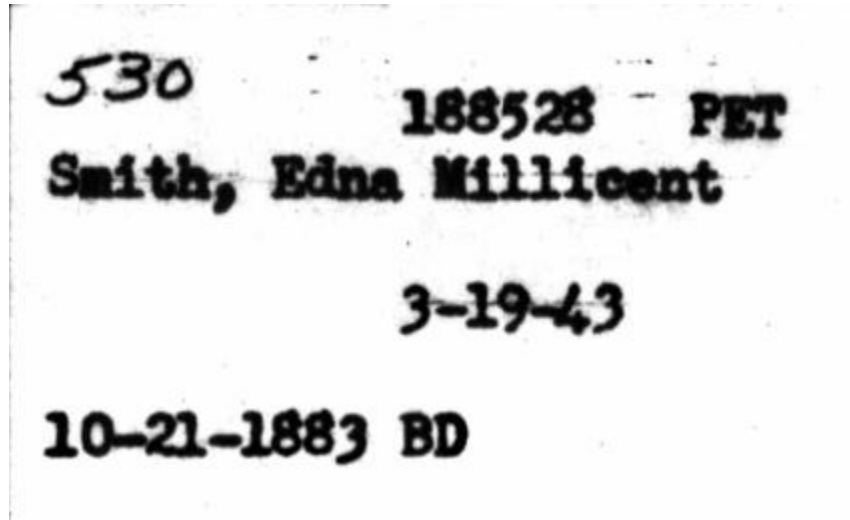
Edna M M Smith

in the Detroit, Michigan, U.S., Border Crossings and Passenger and Crew Lists, 1905-1963

Name:	Edna M M Smith [Edna M M McIntosh] [Edna M M Macintosh]
Gender:	Female
Age:	48
Nationality:	Scotch
Birth Date:	abt 1884
Birth Place:	Petrolsa Ont
Arrival Date:	24 Aug 1932
Arrival Place:	Detroit, Michigan, USA
Departure Contact:	Father Geo C Macintosh
Accompanied by:	Husband Donald A Smith
Arrival Contact:	Husband Donald A
Father:	Geo C Macintosh
Spouse:	Donald A

Border crossing 24 Aug 1932 from Canada to Detroit MI – form says her nationality Canada – her father resided in Canada -

content/view/572848:1070?tid=&pid=&queryId=2ba599e72a35a3dbbeafc62cb185b92a&_phsrc=h
FB57152&_phstart=successSource



Naturalization - https://www.ancestry.com/discoveryui-content/view/2799818:1192?tid=&pid=&queryId=b8bb7d48f9d34a02cd02d2c71cc7ab65&_phsrc=hFB57157&_phstart=successSource

188520

ORIGINAL
(To be retained by
Clerk of Court)

UNITED STATES OF AMERICA
PETITION FOR NATURALIZATION

[Of a Married Person, under Sec. 310(a) and (b), Section 312, of the Nationality Act of 1940 (54 Stat. 1144-1145)]

To the Honorable the District Court of United States at Detroit, Mich.
This petition for naturalization, hereby made and filed pursuant to Section 310(a) or (b), or Section 311 or 312, of the Nationality Act of 1940, respectfully shows:

(1) My full, true, and correct name is Edna Millicent Smith
(Full, true name, without abbreviations, and any other name which has been used, must appear here)

(2) My present place of residence is 580 E. Grand Blvd., Detroit, Mich. (3) My occupation housework
(Number and street) (City or town) (County) (State)

(4) I am 59 years old. (5) I was born on Oct. 21, 1883 in Petrolia, Ont., Can.
(Month) (Day) (Year) (City or town) (County, district, province, or state) (Country)

(6) My personal description is as follows: Sex female, color white, complexion fair, color of eyes blue, color of hair brn., height 5 feet 8 inches, weight 145 pounds; visible distinctive marks none; race white; present nationality British

(7) I am a widow; the name of my wife or husband is Donald; we were married on Nov. 7, 1925
(Month) (Day) (Year)

at London, England; he or she was born at Algonac, Mich. on Nov. 21, 1889
(City or town) (State or country) (City or town) (County, district, province, or state) (State) (Month) (Day) (Year)

entered the United States at _____ on _____ for permanent residence in the United States, and now resides at _____
(City or town) (State) (Month) (Day) (Year)

_____ and was naturalized on _____ at _____
(Month) (Day) (Year) (City or town) (State)

certificate No. _____; or became a citizen by _____

(8) My last place of foreign residence was Melbourne, Australia (10) I emigrated to the United States from Canada
(City or town) (County, district, province, or state) (Country) (City or town) (State)

Can. (11) My lawful entry for permanent residence in the United States was at Detroit, Mich. under the name
(Country) (City or town) (State)

of Augusta M. Smith Aug. 21, 1932 on the Ambassador Bridge as shown by the certificate of my
(Month) (Day) (Year) (Name of ship or other means of conveyance)

arrival attached to this petition.

(12) Since my lawful entry for permanent residence I have not been absent from the United States, for a period or periods of 6 months or longer, as follows:

DEPARTED FROM THE UNITED STATES			RETURNED TO THE UNITED STATES		
PORT	DATE (Month, day, year)	VESSEL OR OTHER MEANS OF CONVEYANCE	PORT	DATE (Month, day, year)	VESSEL OR OTHER MEANS OF CONVEYANCE

(13) (Declaration of intention not required) (14) It is my intention in good faith to become a citizen of the United States and to renounce absolutely and forever all allegiance and fidelity to any foreign prince, potentate, state, or sovereignty of whom or which at this time I am a subject or citizen, and it is my intention to reside permanently in the United States. (15) I am not, and have not been for the period of at least 10 years immediately preceding the date of this petition, an anarchist; nor a believer in the unlawful damage, injury, or destruction of property, or sabotage; nor a disbeliever in or opposed to organized government; nor a member of or affiliated with any organization or body of persons teaching disbelief in or opposition to organized government. (16) I am able to speak the English language (unless physically unable to do so). (17) I am, and have been during all of the periods required by law, attached to the principles of the Constitution of the United States and well disposed to the good order and happiness of the United States. (18) I have resided continuously in the United States of America for the term of 1 year, at least immediately preceding the date of this petition, to wit: since Aug. 21, 1932 (19) I have not heretofore made petition for naturalization
(Month) (Day) (Year) (Month) (Day) (Year)

number _____ on _____ at _____ in the _____
(Month) (Day) (Year) (City or town) (County) (State) (Name of court)

Court, and such petition was dismissed or denied by that Court for the following reasons and causes, to wit: _____
_____ and the cause of such dismissal or denial has since been cured or removed.

(22) I, above said petitioner, do swear (affirm) that I know the contents of this petition for naturalization subscribed by me, that the same are true to the best of my own knowledge, except as to matters therein stated to be alleged upon information and belief, and that as to those matters I believe them to be true, and that this petition is signed by me with my full, true name: **SO HELP ME GOD.**

X Edna Millicent Smith
(Full, true, and correct signature of petitioner, without abbreviations)

e16-19459

AFFIDAVIT OF WITNESSES

The following witnesses, each being severally, duly, and respectively sworn, depose and say:

My name is Dr. Burton D. Parker my occupation is Physician and Surgeon
 I reside at 960 Atkinson, Detroit, Mich.
(City or town) (State)

My name is Karl R. Davies my occupation is Food Broker
 I reside at 8939 St. Paul, Detroit, Mich.
(City or town) (State)

I am a citizen of the United States of America; I have personally known and have been acquainted in the United States with Edna Millicent Smith
 the petitioner named in the petition for naturalization of which this affidavit is a part, since Mar. 1, 1942
(Month) (Day) (Year)

In my personal knowledge the petitioner has resided, immediately preceding the date of filing this petition, in the United States continuously since the date last mentioned, and I have personal knowledge that the petitioner is now and during all such period has been a person of good moral character, attached to the principles of the Constitution of the United States, and well disposed to the good order and happiness of the United States, and in my opinion the petitioner is in every way qualified to be admitted a citizen of the United States.

I do swear (affirm) that the statements of fact I have made in this affidavit of this petition for naturalization subscribed by me are true to the best of my knowledge and belief: SO HELP ME GOD.

Burton D. Parker Karl R. Davies
(Signature of witness) (Signature of witness)

Subscribed and sworn to before me by the above-named petitioner and witnesses, in the respective forms of oath shown in said petition and affidavit, in the office of the Clerk of said Court at Detroit, Mich. this 19 day of Mar. Anno Domini 1943 I hereby certify that Certificate of Arrival No. 8-273577 from the Immigration and Naturalization Service, showing the lawful entry for permanent residence of the petitioner above named, has been by me filed with, attached to, and made a part of this petition on this date.

he

By Thomas S. Mudas Clerk.
Deputy Clerk. [SEAL]

OATH OF ALLEGIANCE

I hereby declare, on oath, that I absolutely and entirely renounce and abjure all allegiance and fidelity to any foreign prince, potentate, state, or sovereignty of whom or which I have heretofore been a subject or citizen; that I will support and defend the Constitution and laws of the United States of America against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; and that I take this obligation freely without any mental reservation or purpose of evasion: SO HELP ME GOD. In acknowledgment whereof I have heretofore affixed my signature.

Edna Millicent Smith
(Signature of petitioner)

Sworn to in open court, this MAY 13 1943 day of MAY 13 1943, A. D. 1943.

By Albert L. Alford Clerk.
Deputy Clerk.

NOTE.—In renunciation of title or order of nobility, add the following to the oath of allegiance before it is signed: "I further renounce the title of (give title or titles) which I have heretofore held," or "I further renounce the order of nobility (give the order of nobility) to which I have heretofore belonged."

Petition granted: Line No. 984 of List No. 5672646 and Certificate No. 5672646 issued.

Petition denied: List No. _____

Petition continued from _____ to _____ Reason _____

U. S. GOVERNMENT PRINTING OFFICE 610-15400-1

Edna's application for naturalization in US District Court, Detroit MI on 13 May 1943 after Donald's death - <https://www.familysearch.org/ark:/61903/3:1:3Q9M-CS81-346D-J?cc=2546149&personaUrl=%2Fark%3A%2F61903%2F1%3A1%3AHW35-KLZM>

Father:

Brother Of Angus M. Smith, Algonac Dies In Detroit

Marine City, Jan. 21—Funeral services for John A. Smith, member of one of the first white families to settle in St. Clair county, will be held in Detroit at 11 a.m. Thursday. Burial will be in Flushing Mich. He died Monday night in the family home, Detroit, where he had lived many years.

Mr. Smith was born in 1850 and had a long career in the lumbering and shipbuilding trade in the river district. He retired several years ago.

In 1880, he married Alvina Schnoor of New Baltimore who died in 1897. They had three sons and one daughter: Henry of San Antonio, Tex., Ryron A. of Blind River, Ont., and Donald a. of General Motors export division in New York, and Mrs. C. E. Marsden.

Angus M. Smith of Algonac is a brother.

Mr. Smith's second wife, Hattie M. Johnson, survives him.

Obituary of father John Abram Smith – died 19 Jan 1931 Detroit, Wayne MI – “Port Huron (MI) Times-Herald” Wednesday 21 Jan 1931 p 12 -

<https://www.newspapers.com/image/209642885/?focus=0.27591762%2C0.3931782%2C0.39694026%2C0.5474653&xid=3355>

1 PLACE OF DEATH
County **Wayne**
Towship
Village
City **Detroit**

MICHIGAN DEPARTMENT OF HEALTH
Division of Vital Statistics
CERTIFICATE OF DEATH

State Office No.
139898

Register No. **764**

2 FULL NAME **John Smith**
(a) Residence No. **610 Parkview** St., Ward
(Usual place of abode) (If death occurred in a hospital or institution, give its NAME instead of street and number)

Length of residence in city or town where death occurred ft. in. ft. in. ft. in. How long in U. S., if of foreign birth? ft. in. ft. in. ft. in.

PERSONAL AND STATISTICAL PARTICULARS

3 SEX **Male** 4 Color or Race **White** 5 Single, Married, Widowed or Divorced (WRITE the word) **Married**

6a If married, widowed or divorced
HUSBAND of **Hattie Johnson**
(or) WIFE of

6 DATE OF BIRTH (Month, day and year) **July 25, 1850**

7 AGE Years Months Days If LESS than 1 day hrs. OR min.
60 5 23

8. Trade, profession, or particular kind of work done, as spinner, sawyer, bookkeeper, etc. **Lumber Salesman**

9. Industry or business in which work was done, as silk mill, saw mill, bank, etc. **Wheeler Arnold Co**

10. Date deceased last work at this occupation (month and year) **Jan 17, 1931** 11. Total time (years) spent in this occupation **50 yrs**

12. BIRTHPLACE (city or town) **Algonac Mich**
(State or country)

13. NAME **Abram Smith**

14. BIRTHPLACE (city or town) **Algonac Mich**
(State or country)

15. MAIDEN NAME **Fidelia Burt**

16. BIRTHPLACE (city or town) **Algonac Mich**
(State or country)

17. INFORMANT **Fidelia Marsden**
(Address) **1130 Wolcomb**

18. BURIAL, CREMATION, OR REMOVAL
Place **Flushing Mich** Date **Jan 22, 1931**

19. UNDERTAKER **J. Sutton & Son**
(Address) **Detroit, Mich.**

20. FILED **JAN 21 1931** Registrar.

MEDICAL CERTIFICATE OF DEATH

21. DATE OF DEATH (month, day, and year) **Jan 19, 1931**

22. I HEREBY CERTIFY, That I attended deceased from **Jan 17, 1931** to **Jan 19, 1931**
I last saw him alive on **Jan 19, 1931**; death is said to have occurred on the date stated above, at **5:20 P. M.**

The principal cause of death and related causes of importance were as follows:
Thrombosis of coronary artery

Other contributory causes of importance:

If operation, date of:

Condition for which performed:

Organ or part affected:

Was there laboratory test? **No** Autopsy? **No**

In case of violence state if accident, homicide or suicide

Where did injury occur? (Specify city, county or state)

In industry, home or public place?

Was disease or injury related to occupation of deceased? **No**

Signed **Benton D. Barker** M. D.
Address **960 Atkinson**

WRITE PLAINLY, WITH UNFADING INK - THIS IS A PERMANENT RECORD

MI death record of father John Abram Smith -

https://www.ancestry.com/imageviewer/collections/60872/images/44471_354637-02549?pid=841016

Stepmother:

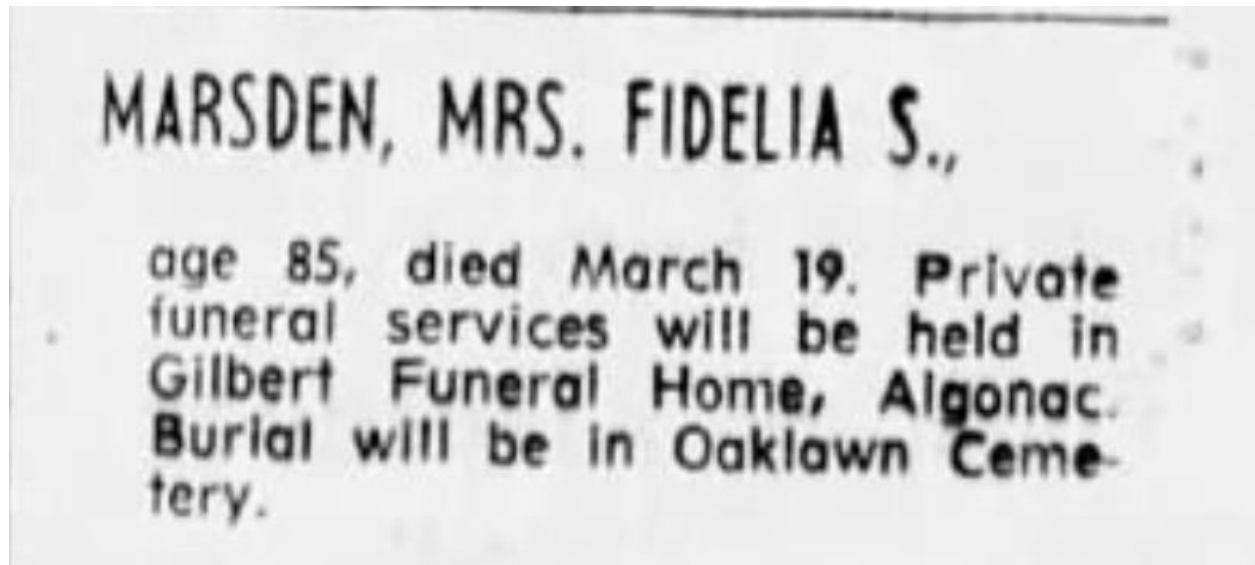
MARGIN RESERVED FOR BINDING
WRITE PLAINLY WITH UNFADING INK—THIS IS A PERMANENT RECORD

1. PLACE OF DEATH		MICHIGAN DEPARTMENT OF HEALTH Bureau of Records and Statistics CERTIFICATE OF DEATH		State Office No. 22524038
County <u>Genesee</u>		City <u>Flint</u>		Register No. <u>1373</u>
Township _____		Village _____		
City <u>Flint</u>		No. <u>Hurley Hosp.</u> St. _____ Ward _____		
2. FULL NAME <u>Hattie Smith</u>		(If death occurred in a hospital or institution, give its NAME instead of street and number)		
(a) Residence No. <u>Flint, Michigan 2517 Detroit St.</u>		(If non-resident give city or town and state)		
Length of residence in city or town where death occurred yrs. mos. da.		How long in U. S., if of foreign birth? yrs. mos. da.		
PERSONAL AND STATISTICAL PARTICULARS				
1. SEX <u>Female</u>	4. Color or Race <u>White</u>	5. Single, Married, Widowed or Divorced (WRITE the word) <u>Widow</u>		
6a. If married, widowed or divorced HUSBAND of (or) WIFE of <u>John Smith</u>				
6. DATE OF BIRTH (Month, day and year) <u>Oct. 26, 1859</u>				
7. AGE Years <u>80</u> Months <u>1</u> Days <u>16</u>		IF LESS than 1 day hrs. OR min.		
8. Trade, profession, or particular kind of work done, as spinner, Sawyer, bookkeeper, etc. <u>Retired</u>				
9. Industry or business in which work was done, as silk mill, saw mill, bank, etc.				
10. Date deceased last worked at this occupation (month and year)		11. Total time (years) spent in this occupation		
12. BIRTHPLACE (city or town) (State or country) <u>Michigan</u>				
13. NAME <u>Robert Johnston</u>				
14. BIRTHPLACE (city or town) (State or country) <u>New York State</u>				
15. MAIDEN NAME <u>Hellan B. Potter</u>				
16. BIRTHPLACE (city or town) (State or country) <u>Vermont</u>				
17. INFORMANT <u>Mrs. A. B. Graham</u> (Address) <u>Flint, Michigan</u>				
18. BURIAL, CREMATION, OR REMOVAL Place <u>Flushing, Mich.</u> Date <u>Dec. 15, 1939</u>				
19. UNDERTAKER <u>McCormick and Conlee</u> (Address) <u>Clio, Michigan</u>				
20. FILED <u>12-13-39</u> , 19 <u>Geoffrey M. N.</u> Registered				
MEDICAL CERTIFICATE OF DEATH				
21. DATE OF DEATH (month, day, and year) <u>Dec. 12, 1939</u>				
22. I HEREBY CERTIFY, That I attended deceased from <u>ap 20</u> , 19 <u>39</u> , to <u>Dec 13</u> , 19 <u>39</u>				
I last saw her alive on <u>Dec 12</u> , 19 <u>39</u> ; death is said to have occurred on the date stated above, at <u>8:00</u> P. M.				
The principal cause of death and related causes of importance were as follows:				
				Duration
<u>Myocarditis</u>				<u>10 yrs.</u>
<u>Senile Dementia</u>				<u>2 yrs.</u>
Other contributory causes of importance:				
<u>Arteriosclerosis</u>				<u>15 yrs.</u>
<u>Nephritis</u>				<u>20 yrs.</u>
If operation, date of _____				
Condition for which performed _____				
Organ or part affected <u>Yes</u>				
Was there laboratory test? <u>Yes</u> Autopsy? _____				
In case of violence state if accident, homicide or suicide _____				
Where did injury occur? _____ (Specify city, county or state)				
In industry, home or public place? _____				
Was disease or injury related to occupation of deceased? _____				
Signed <u>Robert C. Brown</u>				
Address <u>Hurley Hosp. Flint Mich.</u>				

MI death record of stepmother Hattie M. Johnston Smith -

https://www.ancestry.com/imageviewer/collections/60872/images/44471_355127-00541?pld=1785794

Siblings:



Obituary of [sister Fidelia Burt Smith Marsden \(1881-1967\)](#) – “Port Huron (MI) Times-Herald”
Monday 20 Mar 1967 p 14

117-2 2-7

10364

1. PLACE OF DEATH
STATE OF TEXAS
COUNTY OF Bexar
CITY OR PRECINCT NO. San Antonio Santa Rosa Hospital

2. FULL NAME OF DECEASED H. C. S. SMITH
GIVE STREET AND NUMBER OR NAME OF INSTITUTION

LENGTH OF RESIDENCE WHERE DEATH OCCURRED 41 YEARS 4 MONTHS 7 DAYS (SOCIAL SECURITY NO. _____)

RESIDENCE OF THE DECEASED STREET 606 El Prado Drive San Antonio COUNTY Bexar STATE Texas

PERSONAL AND STATISTICAL PARTICULARS

3. SEX Male 4. COLOR OR RACE White

5. SINGLE, MARRIED, WIDOWED OR DIVORCED (WRITE THE WORD) Married

6. DATE OF BIRTH October 31, 1883

7. AGE YEARS 64 MONTHS 4 DAYS 7 IF LESS THAN 1 DAY HOURS _____ MIN _____

8A. TRADE, PROFESSION OR KIND OF WORK DONE Tire Dealer

8B. INDUSTRY OR BUSINESS IN WHICH ENGAGED H. C. S. Smith Company

9. BIRTHPLACE (STATE OR COUNTRY) Algonic, Michigan

10. NAME John Smith

11. BIRTHPLACE (STATE OR COUNTRY) Michigan

12. MAIDEN NAME Alvina Schnoor

13. BIRTHPLACE (STATE OR COUNTRY) Michigan

14. SIGNATURE Mrs. Jane McCabe
ADDRESS San Antonio, TEXAS

15. PLACE OF BURIAL OR REMOVAL Mission Burial Park, TEXAS
DATE March 9, 1948

16. SIGNATURE Porter Loring
ADDRESS San Antonio, TEXAS

20. FILE NUMBER 936 FILE DATE MAR 9 1948

SIGNATURE OF LOCAL HEALTH OFFICER James W. Copeland POSTOFFICE ADDRESS SAN ANTONIO, TEXAS

MEDICAL PARTICULARS

17. DATE OF DEATH March 8, 1948

18. I HEREBY CERTIFY THAT I ATTENDED THE DECEASED FROM March 8, 1948 TO March 8, 1948

I LAST SAW HIM ALIVE ON March 8, 1948

THE DEATH OCCURRED ON THE DATE STATED ABOVE AT 2:20 P. M.

THE PRIMARY CAUSE OF DEATH WAS:
Pneumonia (Pneumia)
Myocarditis
Myocarditis

CONTRIBUTORY CAUSES WERE:
Myocarditis
Myocarditis

IF NOT DUE TO DISEASE, SPECIFY WHETHER ACCIDENT, SUICIDE, OR HOMICIDE _____

DATE OF OCCURRENCE _____

PLACE OF OCCURRENCE _____

MANNER OR MEANS IF RELATED TO OCCUPATION OF DECEASED, SPECIFY _____

SIGNATURE W. J. J. J. M. D. _____

ADDRESS San Antonio, TEXAS

RECEIVED
APR 8 1948
TEXAS
BUREAU OF VITAL STATISTICS

NOTE THE INFORMATION CALLED FOR ON THE REVERSE SIDE

TX death record of brother Henry Christian Schnoor Smith (1883-1948) -
<https://www.ancestry.com/discoveryui-content/view/772422107:2272>

Michigan, Births and Christenings Index, 1867-1911

View record

Name Byron W Smith
 Gender Male
 Birth Place Clay, Saint Clair, Michigan
 Birth Date 21 Jun 1892
 Father's Name John A Smith
 Mother's Name Alvina Smith
 FHL Film Number 976878

MI birth record of brother Byron W. Smith (1892 - 1966) - <https://www.ancestry.com/family-tree/person/tree/109922202/person/422219772860/facts>

Name: Donald Abram Smith

Name variations:

Military:

On Tuscania: Officer Reserve Corps, Casuals – 1st lieutenant

Serial number: US Army officers were not assigned serial numbers in WWI

Entered service from: Detroit, Wayne MI

Sailed on “Tuscania” as: Donald Abram Smith

Next-of-kin on “Tuscania”: father J.A. Smith, 646 Jefferson Ave., Detroit MI

Returned from war on: as Donald A. Smith, listed on 1 manifest as returned on "Orizaba" leaving 25 Oct 1919 arriving 3 Nov 1919, Civ. Ex. off. NOK father John A. Smith, Hotel Normandie, Detroit MI - and on another manifest, as Donald A. Smith on the same ship "Orizaba" Oct 1919, NOK father John A. Smith, Hotel Chamberlain, Detroit MI (had served in England as Technical Rep. of the Corps of Engineers to the Purchasing Agent for Great Britain) (as civilian, ex-officer, ex-captain)

Sailed on return ship as:

Next-of-kin on return ship & rank:

World War I draft registration (1917): as Donald Abram Smith - b. 21 Nov 1889 Algonac MI; res: 603 S. State, Ann Arbor, Washtenaw MI. Single. Student in civil engineering, U of MI class of 1917. Medium height & build.

Veterans Administration Military Index:

Enlisted: 2 Sep 1917

Discharged: 21 Oct 1919

Address: 95 Piccadilly, London, England

Rank/unit: captain, Engineers

Birth & death:

Born: 21 Nov 1889 Algonac, Clay Twp, St. Clair MI

Died: 17 Oct 1937 Hines., Cook Co. IL (Hines Veterans Hospital)

Find A Grave record: 88627804 – presence on Tuscania indicated in text & flower

Burial location: Algonac, St. Clair MI

Cemetery: Oaklawn

Tombstone: veteran tombstone: Michigan Captain 301 U.S. Engrs 76 Div SOS

Father: John Abram Smith, Jul 1850 Algonac, St. Clair MI – 19 Jan 1931 Detroit, Wayne MI.

Son of Abram Smith (1819-1910, F: 37156487) & Fidelia Burt (1819-1886, F: 54745499).

His 2nd wife was Hattie M. Johnston, whom he married in 1913 in Canada.

When Donald applied for a passport on 29 Oct 1920, his father John resided at 335 Cass Ave., Detroit MI.

Buried in Flushing City Cemetery, Flushing, Genesee MI.

Find A Grave: 21378243

Mother: Alvina Schnoor Smith, 1 Nov 1858 New Baltimore, Macomb MI – 21 Aug 1897.
 Daughter of Henry C. Schnoor (1835-1901, F: 113874617) & Louise Kruse (1838-1915, F: 113388945). Buried in Oaklawn Cemetery, Algonac, St. Clair MI.

Find A Grave: 108548250

Parents' marriage: 30 Nov 1880 New Baltimore, Macomb MI

Stepmother: Hattie M. Johnston Smith, 26 Oct 1859 Venice, Shiawassee MI – 12 Dec 1939
 Flint, Genesee MI. Daughter of Robert L. Johnson & Helen Barbara Potter. Buried in
 Flushing City Cemetery, Flushing, Genesee MI.

Stepmother's Find A Grave: 21378207

Stepmother's marriage: 28 Mar 1913 in Essex, Ontario, Canada

Spouse: Another wife? When Donald sailed on RMS "Niagara" from Sydney, Australia, on 2
 May 1920, arriving in Vancouver, British Columbia, Canada, on 25 May 1920, he was listed
 as Donald A. Smith, age 36 (or 38? Hard to read), b. Algonoc [sic] MI on 21 Nov 1889,
 resident NY, NY, with wife listed on alien sheet [could not locate]

Spouse: Edna Millicent MacIntosh Smith, 21 Oct 1883 Petrolia, Lambton, Ontario, Canada
 – 28 Nov 1971 Los Angeles Co. CA. Daughter of George Clayfield MacIntosh (F: 218998171)
 & Amelia Mitchell.

In the 1910 census, Eda MacIntosh lived in Chicago, Cook IL, age 26, b. Canada, parents b.
 Canada. She was living with her uncle & aunt, John A. & Elma A.B. Lawson & was employed
 as a stenographer in an office.

On 24 Sep 1912 Edna Millicent McIntosh, age 29, stenographer, single, nationality:
 Canada, ethnicity: Scotch, a resident of St. Catherines, Canada, crossed the border into
 the US at Port Huron MI. Her contact was a half-sister, Gertrude Poole, at 10 Bond St., St.
 Catherines, Ontario, Canada. Edna's destination was Chicago IL.

In the 1940 census, niece Edna M. Smith, 56 Canada, a widow, who in 1935 had lived in
 Indianapolis IN, lived with her uncle & aunt, John A. & Elma A. Lawson, in Chicago, Cook IL
 (as she had in 1910).

Buried in Westwood Memorial Park, Westwood, Los Angeles CA.

Spouse Find A Grave: 90237133

Marriage: 7 Nov 1925, either St. Margaret's Church, Westminster, England – or – St.
 George's Church, Hanover Square, London, England

Children:

Siblings:

- Fidelia Burt Smith Marsden, 21 Nov 1881 New Baltimore, Macomb MI – 2 Mar 1967. Wife of
 Charles E. Marsden (1868-1940, F: 116878312). Buried in Roselawn Cemetery, Algonac, St.
 Clair MI. F: 116877990
- Henry Christian Schnoor ("H.C.S.") Smith, 31 Oct 1883 Algonac, St. Clair MI – 8 Mar 1948
 San Antonio, Bexar TX. Husband of Alma E. Parker (1883-1959, F: 18270099). Buried in
 Mission Burial Park South, San Antonio, Bexar TX. F: 18270100

- Byron White Smith, 21 Jun 1892 Clay, St. Clair MI – 1966. Married 17 Mar 1925 in Sault Ste. Marie, Chippewa MI to Violet Rosalie (Vi) Benedict (1895-1977, F: 170269321). Resident of Blind River, Ontario, Canada in Oct 1937 when his brother Donald died. Buried in Hillside Cemetery, Blind River, Algoma District, Ontario, Canada. F; 170264099

Notes:

Pre-war:

Wartime:

"Port Huron [MI] Times Herald" 8 Feb 1918 p 1 - of Algonac, in water 3 hours with lifebelt, rescued by trawler. Nephew of Angus Smith of Algonac MI

Post-war:

1919 – sailed on “Orizaba” which departed Brest, France, on 25 Oct 1919 & arrived NYC 3 Nov 1919. Listed as civilian (ex-officer), captain. Smith, Donald A., 29, male, single, Army dish, b. Agonac MI, resident Detroit MI, father John A. Smith, Hotel Chamberlain, Detroit MI

When Donald sailed on RMS “Niagara” from Sydney, Australia, on 2 May 1920, arriving in Vancouver, British Columbia, Canada, on 25 May 1920, he was listed as Donald A. Smith, age 36 (or 38? Hard to read), b. Algonoc [sic] MI on 21 Nov 1889, resident NY, NY, with wife listed on alien sheet [could not locate] – but he married Edna MacIntosh in 1925

1920 – sailed on SS “Kroonland” which departed Antwerp, Belgium, on 23 Jun 1920 & arrived in NYC. Listed as Smith, Don A., age 30, b. 21 Nov 1889 in Algonac MI. Passport 137900. Home in Algonac MI.

1921 - sailed on SS “George Washington” which departed Southampton, England, on 20 Oct 1921 & arrived in NYC on [day of month illegible] Nov 1921. Listed as Smith, Donald, 32, single, US address: McAlpine Hotel, NY.

1930 – sailed from Auckland, New Zealand, on 29 Jul 1930, arriving in Vancouver, British Columbia, Canada 15 Aug 1930. Donald A. Smith, age 40, married, b. Agonas [sic] MI on 21 Nov 1889. Address c/o General Motors Ltd., 1775 Broadway, NYC, NY.

From the alumni files at the University of Michigan (obtained by Steven Schwartz of Renton WA):

Resided in Liverpool, England, 23 Mar 1918 to 1 May 1918.

Discharged from the US Army in Paris, France, on 21 Oct 1919.

In 1920 resided at 95 Piccadilly, London, England.

In 1928, he was employed by General Motors Corp. in Melbourne, Australia.

In 1929, a brief letter of his was published in the "Michigan Alumnus" magazine, which sent positive comments about the magazine.

In 1930, he was employed by General Motors in New York City.

In 1931, he worked for Charles H. Hills in Chicago IL, a firm that managed patents, trademarks & copyrights.

In 1934 he was transferred to Indianapolis IN by Pontiac Motor Co.

Obituary:

"Detroit Free Press" 21 Oct 1937 p 25 - Army reserve officer. Member of American Legion, Tuscania survivor. He clung to a damaged lifeboat with 2 enlisted men before rescue by a trawler. Was stationed in England for the rest of the war. Adjutant to American Legion Post (London) & traveled extensively for export division of General Motors Corp. Was ill a long time before his death; was in the hospital for 6 months. Born 41 years ago in Algonac MI where his family was long prominent in lumber & shipbuilding. U of MI College of Engineering graduate 1917. Survived by wife Edna, sister, 2 brothers.

"Port Huron (MI) Times Herald" 21 Oct 1937 p 22 - nephew of Angus M. Smith. Funeral services in Detroit MI with burial in Oaklawn Cemetery at Algonac MI under the auspices of the American Legion Algonac. Born 41 years ago at Algonac MI. U of MI College of Engineering graduate 1917. Clung to a damaged lifeboat for 5 hours. Survived by wife Edna, uncle Angus M. Smith, sister Mrs. Charles Marsden (Detroit), brothers Harry (TX) & Byron (Blind River, Ontario) & aunt Mrs. Alfred Marshall (Detroit)

Social Security number: 386-01-3402

Censuses:

1900 Clay township, St. Clair Co. MI

John A. Smith, 49 MI, Jul 1850, widowed, father b. MI, mother b. NY, [unintelligible] builder & children, both parents b. MI:

Fidelia B., 18 MI, Nov 1881, at school

Henry C.S., 16 MI, Oct 1883, at school

Donald A., 10 MI, Nov 1889, at school

Byron W., 7 MI, Jun 1892

& servant Kathlyn Cattnach, 27 Canada, Oct 1872, father b. Scotland, mother b. Canada, single, emigrated 1898, in US for 2 years

1910 Flushing, Genesee MI

Donald Smith, 21 MI, single, parents b. MI, laborer, farm [head of household]

1920 cannot locate – likely in England or France

1930 cannot locate

