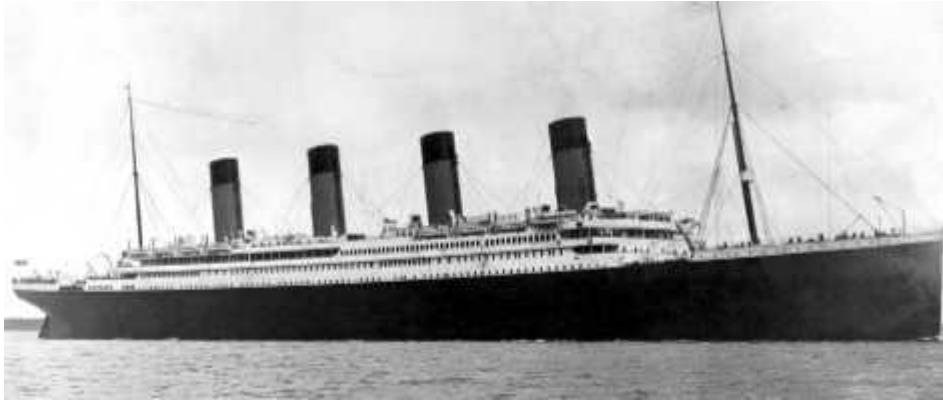


Merrill's Titanic Story

By Rick Proft



Dan Coxon
Titanic Victim



H.V. Kaltenborn
Brooklyn Eagle



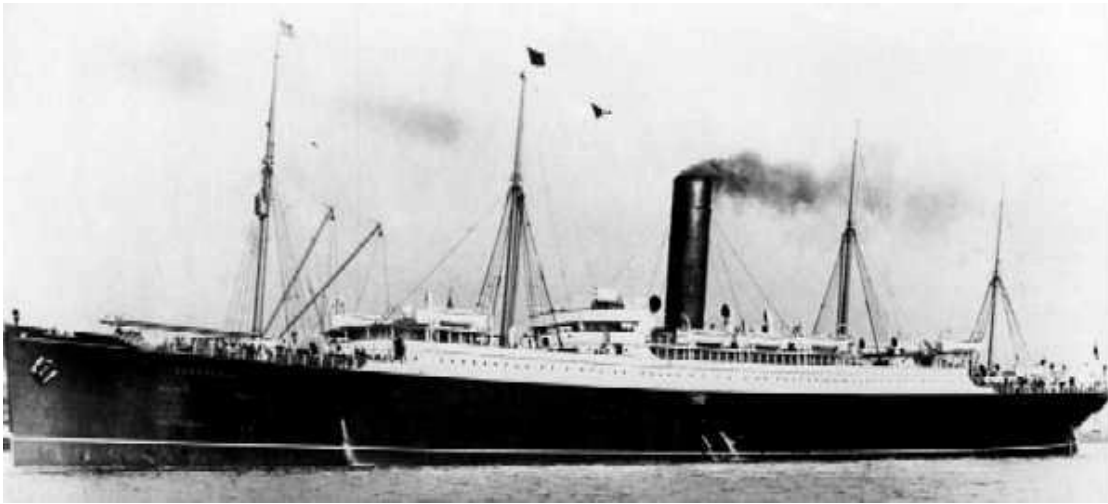
C.N. Johnson
Merrill Daily Herald

Coxon, Daniel - age 58 years, 7 months and 19 days apparently died unexpectedly after 21,415 days of life on earth. He was in process of returning back to the United States from his native country of England after completing a Christmas, New Year and Easter holiday seasonal visit with his sibling's families. He had paid 7 pounds and 5 shillings for a 3rd class (steerage) passenger fare, ticket # 364500 to board the maiden voyage of the White Star Line luxury liner "S.S. Titanic" when less than five days into the voyage the vessel struck an iceberg south of New Foundland in the North Atlantic Ocean just ten minutes before midnight, April 14, 1912. The ship's starboard (right) side of its bow was badly damaged causing severe breach flooding of the front hull compartments which eventually sank the ship at 2:20 A.M. April 15, 1912. Soon thereafter 1496 souls of the 2208 passengers and crew would perish in the frigid dark still waters of the Atlantic Ocean. It had become sadly apparent that Dan Coxon would be among these unfortunate souls.

One can only imagine the incalculable anxiety and fear that was experienced by the family and friends awaiting news about the status of their love ones aboard the Titanic. Dan's nephew, John Natus, (from his sister's Elizabeth family) had written a letter to Hans Von Kaltenborn, Dan's friend in America, inquiring if he had heard or received any information about his uncle. John knew that his uncle had planned on meeting Mr. Kaltenborn upon his expected return to New York on Wednesday around 5 A.M., April 17, 1912 at the White Star's Pier #59. (Chelsea Piers, West End of 12th/13th Streets, at the Hudson River).

Just a few days earlier Hans had received a letter from Dan Coxon, dated April 1, 1912, which was written from his brother Alfred's Kentish Town, 38 Rochford St. London home located in Lismore Circus. In that letter he told of his holiday time in London and that he was looking forward to meeting Hans at the docks upon Titanic's arrival in New York. Instead of giving a handshake and a "Welcome Back Dan" greeting for his old Merrill, Wisconsin friend, H.V. Kaltenborn, (Brooklyn Eagle newspaper Dramatic Editor) had his duties temporarily reassigned to support the reporting of the Titanic disaster.

All of the Brooklyn Eagle Newspaper staff was pressed into action gathering any information about victims and survivors. Large crowds of people desperate for information gathered at the White Star Line's New York Offices for days afterward. On a cold rainy evening Wednesday, April 18th reporters, family, relatives, friends anxiously awaited the arrival of RMS Carpathia, the rescue-survivor ship, which eventually docked at Pier #54 at 9:30 P.M., after first dropping off lifeboats at Pier #59. Sadly, Dan Coxon would not be among the survivors disembarking from this vessel. In the gloomy atmosphere at the pier there were some joyous reunions, an outcome not shared by the overwhelming majority of the grief stricken families. Condolences and compassion were focused on these families. Needless to say the least of the concerns and worries were for the travelers who had to make other arrangements for their travels after having purchased tickets for Titanic's second voyage, which was scheduled to depart New York April 20th at noon.



RMS Carpathia – 1st Rescue Ship to arrive at the scene of the Titanic sinking location.

In the letter to Mr. Kaltenborn dated April 16, 1912, Dan's nephew John M. Natus explained that on April 10, 1912 he had accompanied his Uncle Dan to South Hampton and witnessed Titanic's passenger boarding, which took place from 9:30 to 11:30 A.M. Titanic left South Hampton at noon. Six and one half-hours later the Titanic would arrive at Cherbourg, France. This is the port stop where Hans Kaltenborn's friend Colonel John Jacob Astor IV and his five-month pregnant second wife Madeleine, along with their entourage would board. This party had just recently completed spending a three-month honeymoon in Egypt and Europe. The Cherbourg Port boarding would bring the total count to 2208 passengers and crew, of which, only 712 would survive the devastating, shocking and deadly misfortune that laid ahead.

Each report that trickled in from the North Atlantic sadly would diminish the hopes for Dan's survival. As for Mr. Kaltenborn the anguish encountered during the reporting of this tragic event was profoundly heartbreaking and very personal, for this horrific event involved two of his friends from the polar opposite socioeconomic status scales, Dan Coxon and John Jacob Astor IV, both of whom that he later learned did not survive.

While this awful event was unfolding Hans most likely was reflecting upon the two past occasions when he had faced the possibility of his own demise on the seas. Coincidentally his first catastrophic close call was while aboard the White Star cattle freighter ship "Georgic" when it was traversing at a location just north from where the Titanic would be doomed eleven and half years later. Hans was in the process of earning his first ocean crossing "trip fare" to Liverpool, England while working aboard the freighter as a "Cattle Tender" when on Sunday, September 9, 1900 the ship almost struck a fishing vessel in the thick fog off the banks of New Foundland.



John Jacob Astor IV, 2nd wife
Madeline and son Vincent
Nourmahal
Yacht

A little over nine years later a second coincidence occurred involving Hans which produced plenty of angst and drama for his friends and family while he was travelling aboard the Astor yacht "Nourmahal" after it had departed Kingston, Jamaica Friday, November 5, 1909. The "Nourmahal" encountered a hurricane on the way to Ponce, Puerto Rico. The ferocious storm severed communication cable lines and doomed many vessels in the area.

Hans was accompanying the Astor party as part of a negotiated compensation package for tutoring Mr. Astor's son Vincent with his entrance exam preparation for admittance into Harvard. Meanwhile in Rio Janeiro, Hans's fiancée, the Baroness Olga Nordenflycht and her family were anxiously waiting for his long overdue arrival. The undelivered letters and lack of communication between the couple had kept Hans very much in suspense as to Olga's answer for his recent corresponded marriage proposal. While hope for his survival was dwindling and fearing the worst had already occurred, on Sunday, November 21, 1909 the Brooklyn Daily Eagle newspaper published a very glowing life tribute about their former esteemed colleague and recent Harvard graduate. This article referred to Hans in the past tense a few times and many biographers would consider this homage as his premature obituary. The pessimistic news accounts published by the Brooklyn Eagle contributed immensely to apprehension and despair felt by Hans's family who were residing at 308 N. Francis St. in Madison, Wisconsin. Back in Merrill, Wisconsin on Monday, November 29, 1909, Mrs. John (Carrie née Baker) Zipp received a postcard from Hans dated November 17, 1909 from San Juan, Porto Rico. In this postcard Hans mentioned that Colonel Astor will return to the United States and that he would continue on his way to Rio Janeiro. Everyone was relieved to learn that the "Nourmahal" and its passengers survived the hurricane and all aboard were safe. John Jacob Astor IV, one of the wealthiest men in the world would escape this close encounter with the "Grim Reaper" only to meet him in the North Atlantic Ocean, less than three years later, along with Merrill's own "Popcorn Dan Coxon".

During and in the immediate aftermath of this Titanic sinking, family, friends and acquaintances were beginning to process the grim reality of the dire news that soon would be confirmed about Merrill's beloved popcorn vendor.

This deadly maritime calamity would reunite Hans Kaltenborn with his former Merrill Advocate newspaper employer and mentor C.N. (Christian Nelson) Johnson, now editor of the Merrill Daily Herald. Both of these newspaper editors were exchanging correspondence seeking information concerning the welfare and fate of their mutual friend Dan Coxon. (*Transcriptions of these letters at the end of this article*)

A Merrill Daily Herald news article of April 16, 1912 mentioned a letter written by Dan and was received by Rudolph Ballstadt (Cashier German American Bank). It was dated April 1, 1912 and addressed from Dan's brother Alfred's residence in London. This letter's content was very similar to one Mr. Kaltenborn received from Dan and was later forwarded to C.N. Johnson and published in the Merrill Daily Herald on April 22, 1912.

To understand the relationship between Dan Coxon and Hans Kaltenborn it would be helpful to provide some chronological context from its beginning, since the ending is now obvious. After receiving confirmation of the pessimistically somber news it became overwhelmingly apparent that the dark angel of the Atlantic Ocean would be the culprit to bring this relationship to its end and H.V. Kaltenborn would be the last person with a Merrill, Wisconsin connection to see Dan alive.

The friendship between Hans Kaltenborn and "Dan, Dan The Popcorn Man" began just before the turn of the twentieth century at a time when they would see each other frequently. This was due to the convenient proximity of Han's father's store, Merrill Advocate offices, Allen Halsey store to Dan's popcorn-peanut wagon location, which was parked on Poplar Street, (between Main and 1st Streets), where it had become sort of a permanent fixture for the downtown shoppers of Merrill, Wisconsin.

As for the Merrill downtown visitors it was almost impossible to resist the strong aromatic nasal enticements of Dan's cooking popcorn and roasted peanuts to satisfy their cravings for a convenient snack. After purchasing his first bag of buttered popcorn, Hans got hooked like many of his fellow Merrill residents into becoming a frequent returning customer. Ever since that time Hans Kaltenborn has always attributed Dan's popcorn as the root cause for his lifelong addiction to buttered popcorn. Dan was also known for his pleasant, affable personality, and for keeping himself well-versed and informed on current events. Many Merrill residents looked forward in engaging Dan with conversations on the topics of the day and his customer relationships often developed into long-term friendships.

The routine of the frequent chats at the popcorn wagon between Dan and Hans were temporarily put on hiatus a few times when the duties and aspirations of Hans necessitated his departure from Merrill. The first occasion occurred when Hans enlisted with the 4th Wisconsin Volunteers during the Spanish-American War when he had also served as the Merrill Advocate's soldier/war correspondent. After mustering out of service on February 28, 1899 he continued to write articles for the newspaper while traversing America's southern cities and during his northbound return trip back home.

After a brief hospitalization in Cincinnati to recover from a bout of rheumatism Hans eventually arrived back home in Merrill during May of 1899 and began working for the Merrill Advocate at a salary of \$9 per week as C.N. Johnson's city editor. With the arrival of the upcoming winter Hans was given an opportunity to gain firsthand knowledge and experience with Merrill's most ubiquitous and dominant industry. Hans wanderlust nature of being an inquisitive-curious adventurer and his quest to learn about lumberjack life certainly would be a main factor for his eagerness in accepting employment with the Langley-Alderson Lumber Company to operate their logging camp "Wanigan" (camp supply store). In his spare time during the long cold winter nights Hans would write-up news items about the camp activity and read classic literature, including Shakespeare and many newspapers. Merrill Advocate owner, publisher, C.N. Johnson had forwarded his copies of the New York Sun to Hans and encouraged him to read them. Articles and advertisements in "The Sun" provided Hans with much insight about the opportunities of big city life and would be the impetus to inspire his future travels and also would pique his interest and fervent desire in attending the "Paris Exposition, World's Fair of 1900". In the early spring of 1900 Hans completed his work in the northwoods and returned to his Merrill home with a European adventure on his mind. He became employed as a clerk for Allan Halsey's newly established building supply store, since his father's store had gone out of business.

At the end of the summer Hans had accumulated enough savings for his planned European trip. Travel assistance for the New York segment of the trip was attained through a Merrill Advocate earned railroad pass from the Nickel-Plate Railroad, (earned from converted mileage coupons in lieu of cash payment for advertisements). To provide for some additional sustenance while in Europe, C.N. Johnson of the Merrill

Advocate had agreed to pay Hans \$2 for each newspaper article that he would submit. Now the trip, planning, financing and itineraries were almost complete.

Hans had mentioned reading F.A. Elwell's 1899 book "Cycling In Europe" and his planned trip segment from Liverpool to London would be very similar to the one described in pages 60-62 of that book. Before his departure Hans would gain some physical endurance conditioning by experiencing a long distance cycle ride. On Sunday, July 22, 1900 Hans participated in the Lake View Cycle Club's 101.6 mile "First Century Run", (Merrill-Dudley-Antigo-Wausau-Merrill).

Now with the entire preparations completed Hans left Merrill Sunday, August 26, 1900 to begin his first European trip as a credentialed Merrill Advocate newspaper travelling international correspondent. His ambitious itinerary would pay a visit to Dan Coxon's hometown of London and most importantly would include attending the Paris Exposition and a first time visit with his relatives in Germany.

After Hans's arrival in Liverpool, he began to cycle and sightsee his way to London. He then crossed the English Channel by ferryboat and made his way to the World's Fair at Paris, ascended the Eiffel Tower and Arc de Triomphe, then onward to visit his relatives in Germany and eventually returned to France. Hans quickly discovered his few French lessons received from Father Blume of Merrill's St. Francis Parish would be inadequate to thrive during his stay in France, so he began to immerse himself in the French culture by extensively studying the language and by obtaining employment as a stereoscope salesman.

While residing in Corsica, France Hans received bad news from home about his father failing health and his deathbed wish to see his eldest son one last time. Travel arrangements back to Merrill could not be expedited in time to honor his father's dying request. Rudolph Kaltenborn died March 25, 1902. The sudden passing of his father diminished the urgency or necessity for Hans's immediate return home. Soon thereafter Hans did terminate his employment in France and returned to America. After disembarking in New York he wasted no time in accessing the available opportunities for a career with a major newspaper. While in France he had studied French along with the son of the Brooklyn Eagle newspaper's owner, Dr. St. Claire McKelway and was given a letter of recommendation for employment from him. He briefly visited the Brooklyn Eagle's office and introduced himself and was immediately offered a job from Gilbert Evans, the managing editor, but regretfully turned it down, due to being a bit homesick, longing to see his family first. Hans returned back home in Merrill on June 3, 1902 after a twenty-one month (or 647 days) absence.

A familiar face is seen again on Poplar Street back at "Popcorn Dan's" munching on some buttered popcorn. People in earshot of the wagon were most likely now hearing discussions on topics of Europe and in particular conversations about Dan's hometown of London.

With the recent death of his father and his family pondering a move to Madison there was nothing left to keep Hans tied to Merrill, especially after being cognizant of all the opportunities available in New York. Since his lumbercamp days Hans always had his sights set on the New York Sun newspaper as a lifetime career goal. Hans knew in order to be successful in securing employment with them it would require possessing some of the basic "News Reporter" prerequisite skills, such as typing and stenography. He attended Wausau Business College, (Charles M. Boyles, Prop.308-310 Scott St., Wausau) and was enrolled in accelerated typing and stenography courses. He received a diploma for Stenography on October 17, 1902 to add to his growing resume.

The English/French/German speaking locally renowned international correspondent now felt he was well enough prepared for a big league career in journalism. He returned to New York in late fall and to his dismay discovered the numerous newspaper employment opportunities of just the preceding four months were no longer available. He applied at the New York Sun for an entry-level secretary position but failed the employment stenography copy test due that included financial terms of which he was unfamiliar. Disappointment was also waiting for him at the Brooklyn Eagle when he realized the previous letter of recommendation from the owner had now lost its intrinsic value in obtaining employment there. Eventually his persistence paid off when he pitched a poem to the Eagle's managing editor Gilbert Evans about the Brooklyn Bridge. It was published December 1, 1902. He was paid five dollars and was hired as

a financial stock-quote copy clerk starting the following week. Now with a foot in the door at the Brooklyn Eagle, Hans's job performance would quickly earn him promotions. He received a break when the French snobbish aristocrat "Count De Montesquiou" was in town for a guest lecture tour, speaking at the various New York socialite functions. Hans was the only available Brooklyn Eagle French speaking staff person available to interview him. Hans wrote a respectful, but cleverly disguised satirical article about his interview with the haughty "hoity-toity fellow. It was published January 26, 1903 and impressed his boss enough to earn him a first promotion as "Reporter". To attain his ultimate career goals, Hans knew an Ivy League education would be necessary. In the summer of 1905 he visited Harvard and was impressed with what their English Department had to offer with preparing for achieving his ultimate journalistic career goals. In the fall, at age twenty-seven, he enrolled in Harvard as a special student and in subsequent years met the requirements to become a regular student and graduated cum laude in 1909.

After his Harvard graduation, the perilous Caribbean Astor yacht trip, marriage to Olga in Berlin on September 14, 1910, and honeymoon in Southern Germany and Italy, the newlyweds returned to New York in early October and established residence in Brooklyn where Hans would resume his employment with the Brooklyn Eagle. He was promoted as the newspaper's Dramatic Editor in the months just preceding Dan Coxon's December 1911 New York arrival and visit

Over nine years had gone by since Hans's departure from Merrill. It is believed "Popcorn Dan" had kept tabs on Hans's life, most likely through a mutual friend and Merrill Advocate employee, Mrs. John (Carrie née Baker) Zipp from the Banner Grocery Store, 800 Main St., formerly Zipp Brothers. Mrs. John Zipp had frequent contact with Hans Kaltenborn throughout the years, since he did supply many additions for her vast postcard collection, sent from many prominent locations during his worldwide journeys.

In early December of 1911 "Popcorn Dan" would have an opportunity to see Hans again. Dan had written Hans a few weeks ahead of his planned visit to let him know that he would be coming to New York to catch a ship for his holiday visit to England.

Nine years and two months had gone by since Dan last saw Hans and a reunion would take place upon his arrival in Brooklyn around December 6, 1911. Hans recounted in one of his books that Dan arrived with bearskin coat, winter attire that his wife Olga thought was somewhat strange. Dan had just recently purchased that coat for \$115 and paid \$20 for his new suit to wear for his trip. At their Brooklyn 109 Montague Street flat, Dan would dine and spend an evening with the Kaltenborn family, which now numbered three with the recent addition of eight-month-old daughter Anais. Hans had assisted Dan with booking his passage on the ship that was scheduled to depart New York December 14, 1911. On that date at Pier 54, Hans would say, what turned out to be, "a final good bye" to his Merrill friend, before he boarded the American Line Ship for the eight day Atlantic Ocean voyage that arrived at South Hampton on December 21, 1911, which began the start of his nearly four month homeland visit with relatives.

Dan Coxon is now back in his native England on a second visit to his birthplace since becoming a naturalized United States citizen. Back on September 2, 1904, in the two-year-old Lincoln County Courthouse, which still remains a historic landmark today, Dan Coxon became an US Citizen with the appearance before Judge W.C. Silverthorn. Two duly sworn Merrill citizens, Edward Bosworth (Game Warden) and Fred W. Kubasta (Real Estate, Insurance Agent) attested to being well acquainted with Dan Coxon the past five years and that he behaved as a man being of good moral character and has resided in Wisconsin the last year past. (Petition for Citizenship Vol 3, pg.32, #752. Record filed with George H. Sales, Clerk of the Circuit Court, (son of Merrill's famous river pilot, Henry Sales).

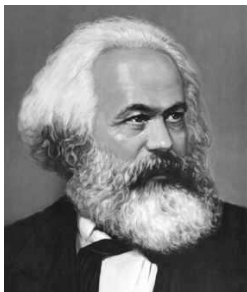
An archived ship passenger list indicates Dan Coxon had visited his native land of England just six years prior to his Titanic demise. He departed South Hampton on January 21, 1905 aboard the S.S. Philadelphia and arrived New York January 29, 1905. The passenger manifest had the following rubberstamp inked imprint on Dan's information (line/row #24), "U.S. CITIZEN DISCH. ON PIER". His re-entry in America at Ellis Island as an U.S. citizen was now far more expeditious and convenient than before.

A brief biographical sketch of Dan Coxon's life before his arrival in Merrill, Wisconsin would be helpful in providing some contextual understanding with the final letters that Dan had sent to H.V. Kaltenborn and Rudolph Ballstadt.

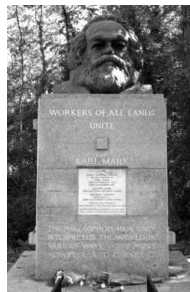
Dan was born August 27, 1853 in London, son of Daniel and Ann (née Myall) Coxon. He was an "one out of a thousand birth" that suffered from dysmelia. Dan had a congenital birth defect, a shortened ulna and radius, (lower arm, side unknown).

Daniel's father had married twice and those unions produced nine children, seven sons and two daughters. His siblings are; Edwin (b.8-28-1851), Elizabeth Sarah (b.2-2-1855), John (b.7-1856), Henry (b.1-1860), Alfred (b.2-1861), David William (b.4-1863), Arthur (b.7-1866) and Mary Ann (b.9.1868).

Dan spent his childhood and early adulthood in the Northern London's St. Pancras District historic area. In 1782 Johann Christian Bach, youngest son of Johan Sebastian Bach and in 1813 Ben Franklin's illegitimate son, William Franklin, the thirteenth Colonial Governor of New Jersey were buried in the St. Pancras Church graveyard, at the same church where Dan's birth and baptism records are presumed located.



Karl Marx



Karl Marx - Tombstone



Old St. Pancras Church - London

During Dan's youth Karl Marx, author of the famous "Communist Manifesto" was spending the remaining years of his life in the same neighborhood as the Coxon family. Karl Marx died March 14, 1883 and is buried in High Gate Cemetery, which is just a little north and east of that area. Also, contiguously north of Dan's neighborhood is the famous park known as "Hampstead Heath". This 790-acre historic parcel of land was acquired by the government and established as Public Park in 1888. Since its inception the park has been very popular and attended by large crowds of Londoners celebrating their "Bank Holidays". These park holiday events are known by Londoners as "Appy Ampstead" thanks to an enduring catchy tune written at the turn of the century by Albert Chevalier and John Crook titled, "Oh! Ampstead!" which commemorates the holiday festivities there. The phrase and song title is an example of the London cockney slang, which does not use the first letters of many words, in this case "Appy Ampstead" is cockney slang for "Happy Hampstead". At these Bank Holiday festivities attendees were availed to a very wide variety of food, games, merchandise, souvenirs from the numerous vendors. In the early days visitors could be vulnerable to the least desirables such as; muggers, robbers, thieves, prostitutes and general hoodlums. At the turn of the century a more visible constabulary presence ameliorated most of the lawlessness problems. Attending the "Appy Ampstead" Easter Bank Holiday still remains to this day a popular tradition among many Londoners.



It is believed that Dan Coxon in his early adulthood traveled to Canada where his sister and or relatives were residing. While there he learned of the opportunities of the boomtowns in central Wisconsin. He immigrated to the United States and made his way to Wausau in 1880. The 1890-1891 Benzel's Marathon and Lincoln County Directory indicates Dan was a boarder in Merrill, residing at 2103 Main St., (SE corner of Cooper and Main Streets) and was employed as a "Hostler" (horse handler). The 1900-01 Wright Merrill City Directory indicates Dan Coxon, watchman, residence east south Park, 1 south the Bridge. Believed to caretaker at the T.B. Scott Mansion. The 12th U.S. Census taken June 5 & 6 for Merrill's 2nd Ward indicate H Dan Coxon renting from Charles and Isabel Sizer at 1300 7th Street .nove M. incorrect? DOB and age Nov 1873 ? immigrated 1880 in country 20 years Occupation Day Laborer later as a care taker at the newly constructed T.B. Scott Mansion 1 S. Park St. It is believed he owned and kept his white horse there at the time, which also resided there and was utilized to pull his popcorn wagons. He then purchased a Creator Popcorn-Peanut Wagon. Prospect and W. Main St and the downtown location on poplar, between Main 7 1st Streets was his usual locations for vending. He later owned property on 7th Street.

Dan's mother Ann Coxon was severely burned around midnight Saturday evening and died four hours later in a North London hospital at 4 a.m. on Sunday July 17, 1895. The fatal injuries resulted from a disturbed mineral oil lamp spilled its fuel and ignited at her 10 Gospel Oak Grove, St Pancras, London, NW5, Middlesex flat. It is unknown if Dan had returned to London to attend her funeral.

During his final days Dan spent most of his three-month holiday visiting relatives in his native hometown of London. Dan's April 1, 1912 letters to Hans Kaltenborn and Rudy Ballstadt would mention a few of the activities during his visit, such as looking forward to seeing how people spend their Easter Holiday at "Appy Ampstead" (Hampstead Heath Park).

Dan's Monday, April 1st, 1912 letters also mentioned his desire to be a spectator at the historic unprecedented second row of the sixty-ninth annual Oxford-Cambridge rowing team race competition. It was being held on the same date as his letter writing, however he could not find someone to take him. Oxford would win the race by 6 boat lengths with a time of 22:05. The first row was held on Saturday, March 30, 1912 between these distinguished universities. It almost ended in tragedy. A "No Race" was declared by the umpire Mr. Pitman after both rowing team boats were swamped from the raging high waves caused by the strong gusty wind conditions blowing over the River Thames race course that day.

Fortunately the Hammersmith Bridge boat quickly arrived to rescue the race participants that were unable to swim ashore and everyone survived the ordeal. This conclusion was a striking contrast as compared to the water rescue response efforts for the Titanic that occurred just a little over two weeks later. Efforts of the Carpathia were unable to spare the grievous outcome in the North Atlantic when it did not arrive in time to save Dan Coxon and most of his fellow passengers of the Titanic.

In his last letter to Hans, Dan mentioned the hardship of England's national coal strike, which had just ended. The White Star Line had contingency plans for prioritizing the coal rationing for its ships during the labor strike. These plans included docking some vessels and would include operating the major passenger ships at slower speeds to conserve the consumption of coal. The coal strike ended just in time to provide the Titanic its full allotment of coal for it to operate its maiden voyage at maximum speed. In retrospect, the timing of the coal strike settlement gave rise to the "What if?" speculation scenario, such as; if the Titanic was traveling at a speed of five knots slower, would it have avoided or survived a collision with the iceberg?

Twenty-eight years after the Titanic tragedy, Dan's friend H.V. Kaltenborn severed his employment with CBS for NBC and became friends with a colleague there by the name of David Sarnoff. Mr. Sarnoff is famously known and credited for ushering in the commercialization of the radio and television industry. Hans and David shared an intimate connection with the Titanic story. During the late evening of April 14, 1912 a twenty-one year old Morse Code proficient Marconi Wireless Telegraph Company telegrapher named David Sarnoff was atop John Wanamaker's Manhattan department store where the Marconi radio station was located. He was monitoring ship-to-shore wireless radio communication traffic. Mr. Sarnoff

was the first person to pick-up Titanic's distress calls. He remained at his post for the next seventy-two hours passing on information about the rescue efforts and status of passengers and crew. Since that time David Sarnoff received rapid promotions while at the Marconi Company and later while at RCA, where he was employed as the general manager. He became president and Chairman of the Board at RCA (Radio Corporation of America), the parent company of NBC (National Broadcasting Company). A little over forty-six years after the Titanic disaster, David Sarnoff sent Hans Kaltenborn a telegram. He wished his friend Hans a "Happy 80th Birthday and informed Hans that it was unfortunate he and his wife would be unable to attend his July 4, 1958 birthday picnic celebration at the Kaltenborn's "Point of View" estate, since they would be traveling to Europe during that time.



David Sarnoff

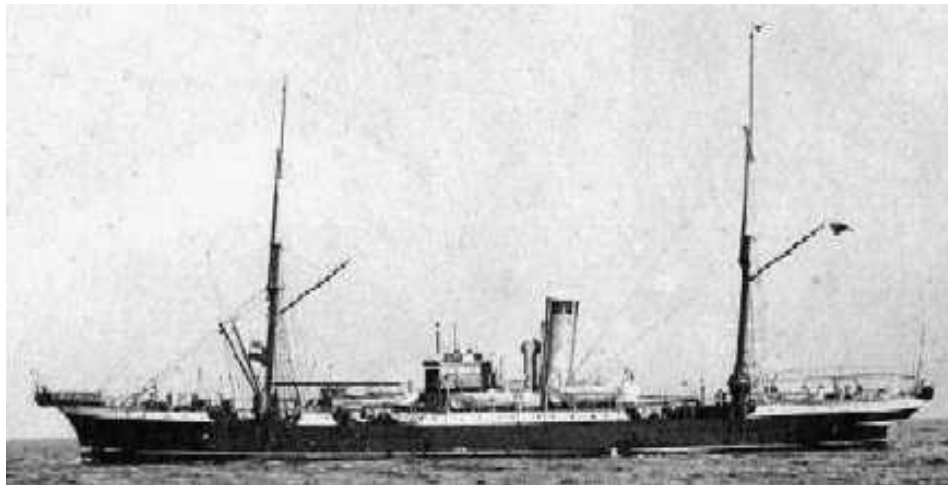


H.V. Kaltenborn, Age 80



Olga and Hans Kaltenborn

Dan Coxon's body was never recovered. The remains of the unidentified souls that were transported to Halifax by the recovery ship MacKay-Bennett did not yield a potential identification match for Mr. Coxon. During the early recovery efforts ship wireless radio communications intercepted and reported by the New York Times on April 29th provided a glimmer of hope that Dan's body had been recovered. It reported the initials "C. D." were found on a victim's clothing and was believed to be a good clue in the identification of Dan Coxon, however later this body was positively identified as Titanic crew member Cox, Denton. William Denton Cox was a heroic steward who died while escorting 3rd class passengers to their lifeboats.



Mackay-Bennett – Recovery Ship – Captain F. H. Larnder

John Jacob's Astor IV remains were recovered. His son Vincent would claim his father's personal effects. This included a gold watch that he would carry the rest of his life. Hans Kaltenborn's tutoring of Vincent was successful in getting him accepted into Harvard, however, he would not graduate, since he dropped out after the Titanic tragedy to take charge of his father's real estate empire. Madeleine Astor gave birth to John Jacob Astor VI, "Jakey" on August 14, 1912 at 8:15 A.M.



Halifax, Nova Scotia, Newfoundland Docks
Undertakers are awaiting the arrival of the
Mackay-Bennett recovery ship.



Halifax, Nova Scotia Titanic Burials
Fairview Cemetery - 121
Jewish Baron de Hirsch Cemetery - 29

Epilogue Tidbits



John Jacob "Jakey" Astor VI - "Titanic Baby" Dies at age 79 at Miami Beach, Florida

August 14, 1912 – June 26, 1992

Born 121 days or 3 months, 30 days after surviving the Titanic sinking, while in his mother's womb.

His mother - Madeleine (née Talmage Force) Astor IV died March 27, 1940 at Palm Beach, Florida at age 46

William Vincent Astor, Harvard prep tutoree of H.V. Kaltenborn dropped out of Harvard at age 20 after his father's Titanic's death to manage the family estate holdings. He died February 3, 1959 at age 67 at New York City.

Dan Coxon's estate was settled without a Will in Lincoln County Probate Court in September 1913 divided 6 ways, 3 brothers, 2 sisters, and sister in-law all in England. Several properties on East 2nd Street, one horse, old school house home?

If the Dan Coxon had made back to Merrill safely he would have witnessed have witnessed the historic Merrill flood of 1912.

38 Rochford Street
Kentish Town
London, NW
England
1st April 1912

Transcript of Dan Coxon's
Letter to Rudolph Ballstadt
German American Bank Cashier

Dear Mr. Ballstadt,

I am now writing to let you know that I am soon coming back. I have already booked my passage by the "Titanic", which will leave Southhampton on the Wednesday after Easter, April 10th. So you can calculate about what time I will reach New York. I was very delighted to receive your letter. It was quite a wonder though that I did get it as the envelope was only addressed "Mr. Daniel Coxon London England", which of course is not sufficient for a place like London. Anyway I was glad to get it (thanks to the Post Office people here). I can of course quite understand not receiving your first letter now. I have had a pretty good time on the whole but am getting rather tired now of holiday making and shall be very glad to get back again and settle down once more. No doubt by the time of at back to Merrill the weather will have become settled & I shall be able to set about getting ready for work. The weather here is beginning to get quite nice & spring over here is very enjoyable and delightful. Today was the Oxford & Cambridge Boatrace (the second row). I did not see it as there was no-one at hand who could conveniently take me. I have seen a good deal since I have been here and am therefore very well satisfied. I hope everybody is are well in Merrill, that is of course I mean my friends, I hope all are getting along alright. I shall have heaps of news to tell when we meet so will say no more now. I am much obliged for what you have kindly done and thank you for anything you may do for me ere I return. You will observe that I shall be spending the Easter holiday here, so shall see something of the way people spend their Bank holiday at "Appy Ashstead". Well goodbye for the present. Kind remembrances to everybody & very kind regards to yourself

Yours Sincerely,
Dan Coxon

<p>Transcript of correspondence between C.N. Johnson and H.V. Kaltenborn</p>
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Merrill Daily Herald
Monday, April 22, 1912
Page 1, Column 2

INTERESTING LETTERS

As we know that Merrill people who know the writer, and they are many, will be greatly pleased to read the two letters printed below, they both are printed, though one is a personal one to this writer:

Brooklyn, N.Y. April 19,'12.

My dear Mr. Johnson:

I am very much afraid that our good friend Dan Coxon is one of the victims of the Titanic disaster. He wrote to me that he intended to return from England on the Titanic and that he would look me up on his arrival here, this a few days before he was supposed to sail. His name has appeared in the list of those who actually did sail with the Titanic from Southhampton, but it has now appeared on any of the lists recording the names of those who were saved. I feel sure that Dan would have sent me word if he had landed from the Carpathia last night. Only a very few of the men among the steerage passengers were saved, and I suppose that poor Dan with his crippled arm didn't have half a chance for his life.

If I can get any definite information as to his fate I will write and let you know, since I hardly suppose that you have heard anything in Merrill. If it should happen that you do know more than I please let me know. Nothing would please me more than to learn that my fears are unnecessary.

Dan dined with us just before he sailed on his vacation trip to his old home in England, and we had a very pleasant hour together talking over my old Merrill friends whom I have not forgotten, though I seldom hear about them nowadays.

I enclose Dan's letter in which he tells me that he is sailing on the Titanic. I wish I could believe that it is not the last greeting I shall ever have from him.

Remember me to my Merrill friends. My wife and daughter are well, and I am very happy in my work. I have recently been made the Brooklyn Eagle's dramatic editor, and when the drama is dull I take a turn at editorials. I hope that you are well and still enjoying your newspaper work. It's a great game, and while it isn't a great money-getter I do believe that it contributes more of the durable satisfactions of life than anything else.

Sincerely yours,

HANS VON KALTENBORN

Transcript of Dan Coxon's Letter to Hans V. Kaltenborn

Dramatic Editor Brooklyn Eagle

Mr. Coxon's letter to Mr. Kaltenborn follows:

"38 Rochford Street,
"Kentish Town,
"London, England,
"April 1, 1912.

"Dear Kaltenborn:

"My holiday here is now drawing very near to a close and I have already booked my passage back for home again. I am returning by the 'Titanic,' which will leave Southampton on the Wednesday after Easter, that is, on the 10th of April, so you will be able to calculate the time of my arrival at New York, when I hope to have the pleasure of seeing you. If you only should have the time I should, of course, be only too pleased if you could manage to come and meet on the arrival of the boat.

"I have had a very good time, but now feel that I shall be very glad to get back again for I am getting rather tired of 'monkeying around.' I shall be glad to be back and at it again. I should think by the time I get back the weather will be getting for the better and the rougher kind will, I hope, be all over.

"It is beginning to be very nice here now, and spring here, as you know perhaps, is very delightful. We have had a very trying time here over the coal strike, the price of coal has been most ruinous and something dreadful for poor people to think of luckily it now seems to be over and things look like settling down to their normal state again - except the price of coal - which you bet will continue to remain high.

"The Oxford and Cambridge Boat race (second row) has taken place today. I did not see it as there was no one at hand to whom it would have been convenient to have run me down. You will observe that I shall be spending the Easter holidays here, so I shall be able to see how they spend and enjoy their Bank holidays at 'appy Hampstead.'

"I hope you are getting along alright. My respects to your good wife and love to the baby. Wishing you all good wishes till we meet.

"Yours Sincerely,
"DAN COXON."

Merrill Daily Herald
April 30, 1912
Page 8, Column 2

MET DEATH ON THE TITANIC

Dan Coxon Was Passenger on
Ill-Fated Steamship That
Went Down

The following letter from John M. Natus, of London, to Mr. Hans v Kaltenborn relative to Mr. Dan Coxon, of this city will be read with interest:

3 Courthope Road
Hampstead London
N.W. England
Apr. 16, 1912

Dear Mt. Kaltenborn: - I am taking the liberty of writing to you with regard to my uncle Dan Coxon. The terrible news that is coming to hand with regard to the "Titanic" makes it all too certain that he must be numbered amongst those that are lost, but the newspaper news up to the time of writing is so contradictory that we still hold out hopes that we may—even at the eleventh hour--get some good news regarding him. Should the worst have happened we should be very grateful to you for any news that you could send us from that side, The survivors will eventually reach New York, and more particulars can then be gathered. Anything that you can gather in that way and let us know we shall be extremely grateful for. I went to Southampton on Wednesday last to see him off and saw the last of the great ship Titanic as she steamed slowly away. To me with that personal contact with the boat and passengers, it seems the worst thing I ever had experience of in the whole of my life. I hope you will be good enough to reply to this letter, and send me any information which you can, as you may be sure that he has left many a one this side who is rather anxious about him. I look forward to hearing from you, and in the meanwhile remain

Yours very truly,

JOHN M. NATUS

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Yours very truly,

JOHN M. NATUS

White Star Letter to Estate Solicitors in England
Dated September 24, 1912

Dear Sirs,

Referring to the call of your representative this afternoon, we beg to advise that on the 25th March last we booked third class for the "TITANIC" 10 April, a Mr. Daniel Coxon, Contract ticket #364500. On going through the list of survivors we regret we are unable to find this passenger's name thereon.

Yours faithfully,
WHITE STAR LINE

Coxon Family Genealogy Web Page

[http://www.aew-fam.demon.co.uk/famtree/DanielAnnCoxon\(London\).htm](http://www.aew-fam.demon.co.uk/famtree/DanielAnnCoxon(London).htm)

Appy Ampstead (Historic Pictures Hampstead Heath)

<https://mashable.com/2014/10/28/hampstead-heath-photography/#tYNQzbnUakql>