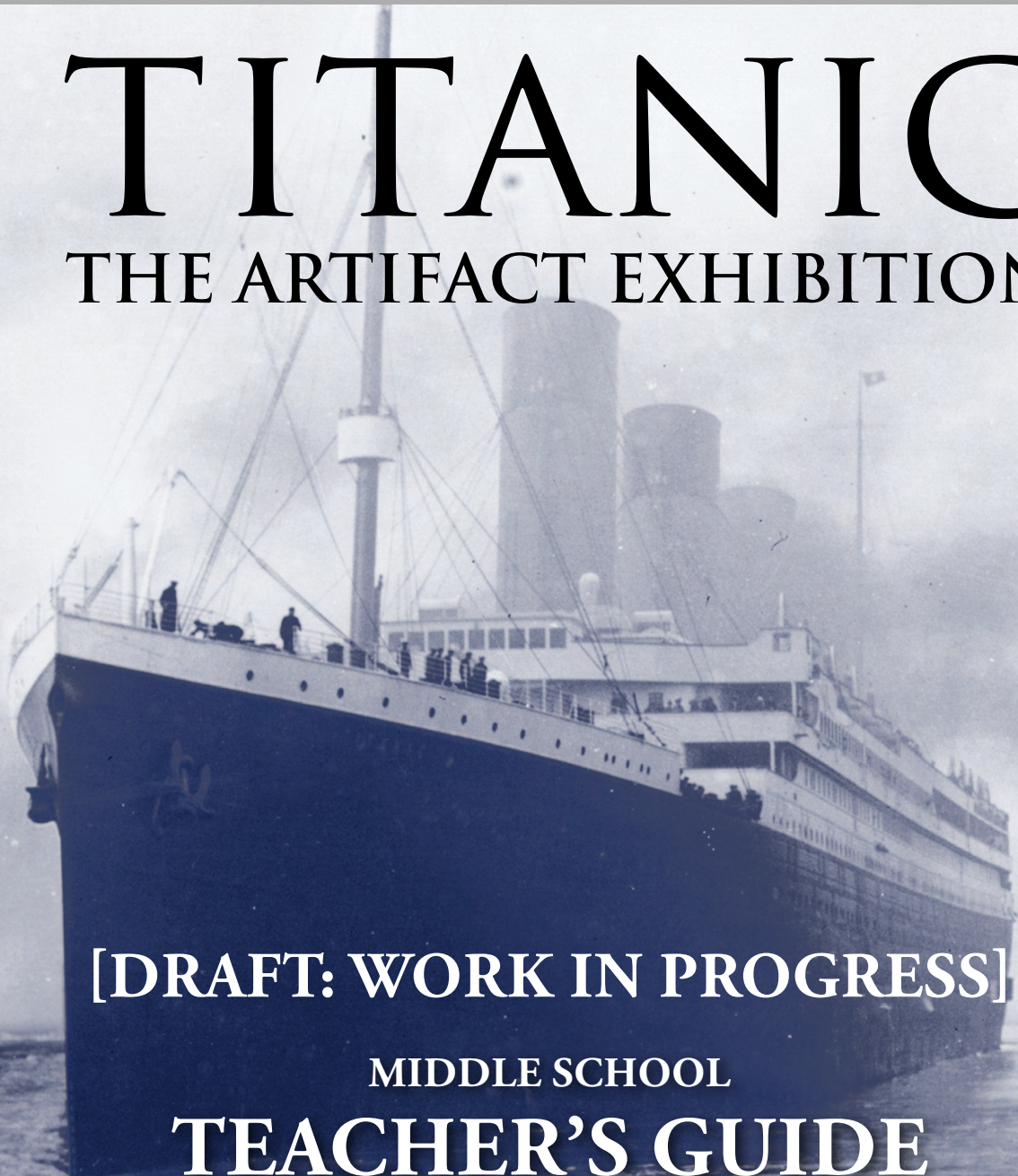




TITANIC

THE ARTIFACT EXHIBITION



[DRAFT: WORK IN PROGRESS]

MIDDLE SCHOOL

TEACHER'S GUIDE

CLASSROOM LESSON PLANS AND FIELD TRIP ACTIVITIES

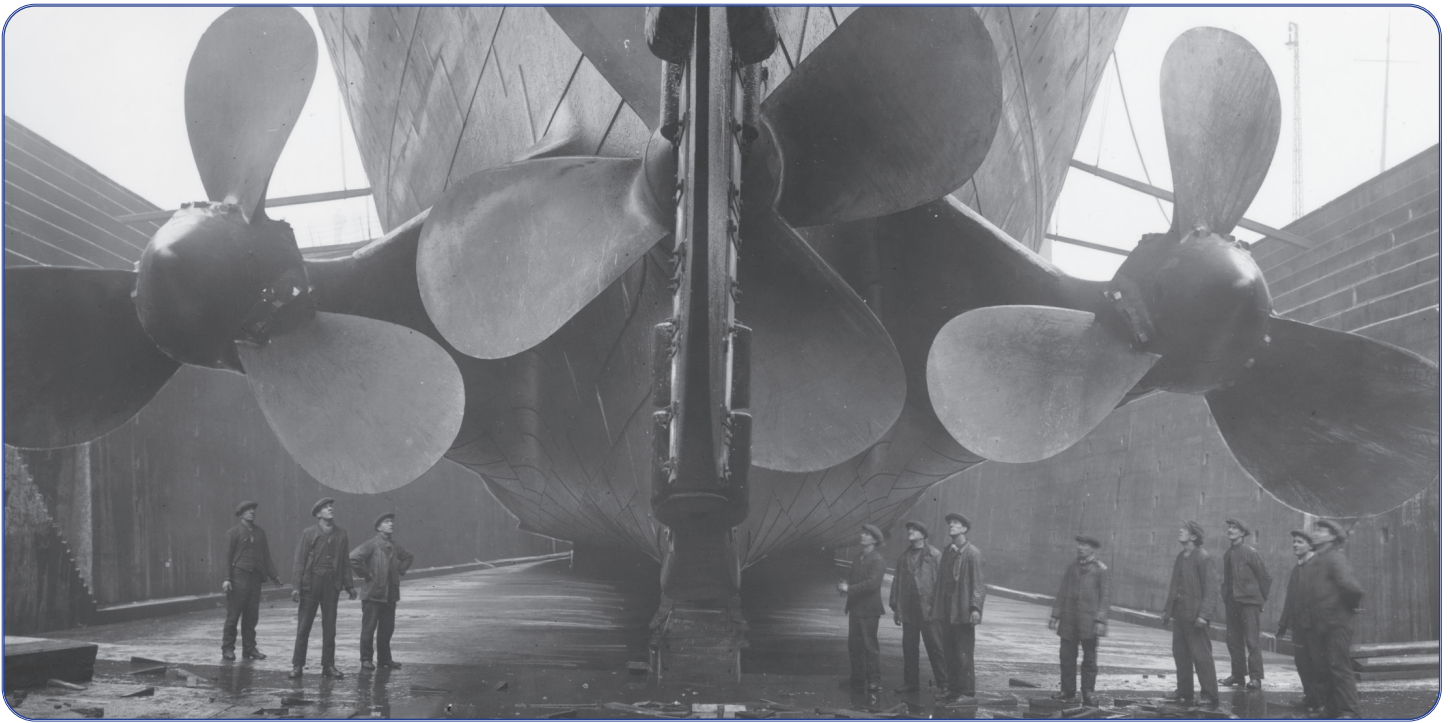


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TITANIC THE ARTIFACT EXHIBITION

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INTRODUCTION

We invite you and your school group to see *Titanic: The Artifact Exhibition* and take a trip back in time. The galleries in this fascinating Exhibition put you inside the *Titanic* experience like never before. They feature real artifacts recovered from the ocean floor along with room re-creations and personal histories, each highlighting a different chapter in the compelling story of *Titanic*'s maiden voyage. Board *Titanic* using a replica White Star Line ticket belonging to an actual passenger, touch an iceberg, and learn about artifact recovery and conservation.

...a great catalyst for lessons in science, history, geography, English, math, and technology.

Titanic: The Artifact Exhibition is a great catalyst for lessons in science, history, geography, English, math and technology. Many students are familiar with the compelling story behind the Ship's promised voyage and tragic demise. Innovative educational resources link this innate fascination to classroom-friendly lessons that will generate student interest before your visit and extend student learning beyond your field trip.

Our award-winning *Titanic* Teacher's Guide includes activities for elementary, middle, and high school levels aligned to the national standards from NCSS and NCTE. These lessons, which come with ready-to-copy Student Activity Pages, are designed to be used by social studies and language arts classes before, during, and after your field trip. The Appendix includes suggestions and links for activities in science and math.

This Teacher's Guide features a variety of methods and projects for those educators who strive for differentiated instruction in their classrooms. While learning about *Titanic*, students can analyze primary sources, explore history through music, perform historical reenactments, sharpen their geography skills, and find connections to the Ship's story within their own communities and families.

Teachers will find something to engage students of all skill levels and interests. Thank you for sharing this innovative learning experience with your students. We look forward to seeing you at *Titanic: The Artifact Exhibition*.



GETTING READY

Preparing to Visit the Exhibition

Titanic was conceived in 1907 and met with disaster in 1912. The story has been told and retold, but never more poignantly and passionately than by the artifacts in this Exhibition. Painstakingly recovered from the debris field surrounding the wreck site and artfully conserved, these three-dimensional objects represent the vessel and the 2,208 souls who journeyed with *Titanic* into history.

The galleries in the Exhibition—featuring real artifacts, room re-creations and personal histories—each highlight a different chapter in the compelling story of *Titanic*'s maiden voyage.

The **Construction Gallery** focuses on the design and invention of *Titanic*. It showcases the shipyards of Harland & Wolff, who hoped to be the most technologically advanced and progressive shipbuilder in the world.

The **Departure Gallery** allows students to feel what it was like to set sail that fateful day, April 10, 1912.

After boarding *Titanic*, students enter the **Passenger Gallery**. Brass railings and a rich carpet runner lead down an elegant hallway and past a series of numbered doors. The focal point of this gallery is the **First Class Stateroom**. This cabin contains re-creations of *Titanic* furniture along with clothing and personal belongings of first-class passengers.



The **Verandah Café Gallery** (above) features first-class china, crystal, dinnerware, and silverware. Menus from the restaurants of *Titanic* are displayed.

In the **Passenger Gallery**, students learn individual stories and view personal artifacts recovered from the ocean floor.

The **Third Class Cabin Gallery** includes a re-creation of the simple accommodations offered to those passengers traveling in steerage. Though basic, these cabins provided much greater comfort than any other ship at that time.

By touching the frigid wall of ice in the **Iceberg Gallery**, students will discover how cold it was in the North Atlantic on the night *Titanic* sank. In -2° Celsius (28° Fahrenheit) water there was little chance for survival. Death from hypothermia came quickly.

The **Discovery Gallery** shows how *Titanic* was found and what lies in the debris field. Students will learn about artifact recovery and conservation efforts.

The **Memorial Gallery** lists over 2,200 names of those who were lost and those who were saved. Students will find the name from their boarding pass on this wall.

What Students Want To Know

How are these artifacts recovered from *Titanic*?

Nautilie and *MIR* submersibles are used to recover artifacts from the ocean floor. These machines are equipped with mechanical arms capable of scooping, grasping, and recovering the artifacts, which are then either collected in sampling baskets or placed in lifting baskets. The crew compartment of each submersible accommodates three people—a pilot, a co-pilot, and an observer—who each have a one-foot-thick plastic porthole between themselves and the depths. Both submersibles have the capabilities of operating and deploying a remotely operated vehicle, or ROV, from a 110-foot tether which is then flown inside the wreck to record images. It takes over two and a half hours to reach the *Titanic* wreck site. Each dive lasts about 12 to 15 hours with an additional two hours to ascend to the surface.

How are the artifacts conserved?

The conservation treatment begins once the artifact is exposed to the air, undergoing an immediate stabilization process. Once removed from the water, the artifact is cleaned with a soft brush and placed in a foam-lined tub of water. It then goes to the conservation laboratory where contaminating surface salts are leached out. Metal objects are placed in a desalination bath and undergo the first steps of electrolysis, a process that removes negative ions and salt from the artifact. Electrolysis is used to remove salts from paper, leather, and wood as well. These materials also receive treatments of chemical agents and fungicides that remove rust and fungus.



Once artifacts made of wood and leather begin to dry, they are injected with a water-soluble wax which fills artifact capillaries previously occupied by water and debris. Artifacts made of paper are freeze-dried to remove all the water and then treated to protect against mold. At this point conservation for exhibition is complete. All recovered artifacts are carefully maintained in an environment of controlled temperature, humidity, and light.

Why did so many third-class passengers die in the sinking?

The forward part of the boat deck was promenade space for first-class passengers and the rear part for second-class passengers. People from these classes had the best chance of getting into a lifeboat simply because they could get to them more quickly and easily than passengers in Third Class, whose cabins and common areas were located on the Ship's lower levels.

Are there still dead bodies on the bottom of the ocean?

No skeletons remain at the wreck site. Any bodies carried to the seabed with the wreck were eaten by fish and crustaceans.



Teacher's Expectations

As a chaperone, you are responsible for helping your students get the most out of this very unique learning experience. To keep order, you need to stay with your assigned group of students throughout your visit. If you leave a gallery, they leave a gallery. If you are still in a gallery, they are still in a gallery. Please supervise your students in the retail area and in the restrooms as well.

Some of the more popular items in the store for students (from \$1–\$15) include *Titanic* pencils, models, and t-shirts; and for teachers (\$10–\$40) you will find *Titanic* books, DVDs, and posters.

While your students are busy learning, discovering, questioning and reflecting, we ask that you help us reinforce some basic rules of museum etiquette. Keep your voices low. Do not gather at the entrances or exits to the galleries. Do not lean against walls or block the flow of traffic for our other patrons. Some teachers may have assigned activities for students to complete as they move through the galleries. Please remind them not to lean on the glass cases or on the walls to write. They should use a notebook or a clipboard to fill out their papers.

We know that this is a fascinating Exhibition to view, but please remember that your top priority is to monitor your students and keep them focused so that they can meet their teacher's expectations.

We greatly appreciate your participation in making this a memorable field trip for everyone from your school. Thank you!

History Of *Titanic*

There are many books and online sources available for further information on *Titanic*. It is worth noting that even the factual information about *Titanic* varies widely between the different sources. For all that is known and theorized about *Titanic*, it is in many ways still a mystery.

Titanic's accommodations were the most modern and luxurious on any ocean and included:

- Electric light and heat in every room
- Electric elevators
- Swimming pool and Turkish bath
- Squash court
- Two barber shops
- Gymnasium with mechanical horse and camel
- A six-story, glass-domed grand staircase
- Two musical ensembles
- Two libraries

THE PLAN

The intensely competitive trans-Atlantic steamship business had seen recent major advances in ship design, size, and speed at the onset of the 20th century. White Star Line, one of the leaders, determined to focus on size and elegance rather than pure speed. In 1907, White Star Line's Managing Director J. Bruce Ismay and Lord William James Pirrie, a partner in Harland & Wolff (White Star Line's shipbuilder) conceived three magnificent steam ships which would set a new standard for comfort, elegance, and safety. The first two were to be named *Olympic* and *Titanic*, the latter name chosen by Ismay to convey a sense of overwhelming size and strength. The third would be named *Britannic*.

Construction of *Titanic* started in March 1909. Harland & Wolff's Belfast shipyards had to be redesigned to accommodate the immense projects while White Star's pier in New York had to be lengthened to enable the ships to dock. The "launch" of the completed steel hull in May, 1911, was a heavily publicized spectacle. *Titanic* was then taken for "fitting out" which involved the construction of the Ship's many facilities and systems, her elaborate woodwork and fine decor.

THE VOYAGE

The maiden voyage lured the "very best people": British nobility, American industrialists, the cream of New York and Philadelphia society. It also attracted many poor immigrants, hoping to start a new life in America or Canada.

The journey began at Southampton on Wednesday April 10, 1912, at noon. By sundown, *Titanic* had stopped in Cherbourg, France, to pick up additional passengers. That evening she sailed for Queenstown, Ireland, and at 1:30 p.m. on Thursday, April 11, she headed out into the Atlantic.

The winter of 1912 had been unusually mild, and unprecedented amounts of ice had broken loose from the arctic regions. *Titanic* was equipped with Marconi's new wireless telegraph system and two Marconi operators kept the wireless room running 24 hours a day. On Sunday, April 14, the fifth day at sea, *Titanic* received five different ice-warnings, but the captain was not overly concerned. The Ship steamed ahead at 22 knots and the line's Managing Director J. Bruce Ismay relished the idea of arriving in New York a day ahead of schedule.

THE NIGHT

On the night of April 14, wireless operator Jack Phillips was busy sending chatty passengers' messages to Cape Race, Newfoundland, where they could be relayed inland to friends and relatives. He received a sixth ice-warning that night and put that message under a paperweight at his elbow. It never reached Captain Edward J. Smith or the officer on the bridge. By all accounts, the night was uncommonly clear and dark, moonless but faintly glowing with an incredible sky full of stars. The sea was, likewise, unusually calm and flat; "like glass," said many survivors. The lack of waves made it even more difficult to spot icebergs since there was no telltale white water breaking at the edges of the bergs.

At 11:40 p.m., Frederick Fleet, the lookout in the crow's nest, spotted an iceberg dead ahead. First Officer William Murdoch ordered the Ship turned hard to port. The Ship turned slightly, but it was much too large, moving much too fast, and the iceberg was much too close: 37 seconds later, the greatest maritime disaster in history began. During that night of heroism, terror, and tragedy, 712 lives were saved, 1496 lives were lost, and many legends were born.

National Curriculum Standards

National Council for the Social Studies (NCSS)

The National Council of Teachers of English (NCTE)

Elementary School Teacher's Guide Lesson Plans: NCSS Early Grades

1. Culture: b, c
2. Time, Continuity, Change: a, b, c, d, e, f
3. People, Places, and Environments: a, b, e, g
4. Individual Development and Identity: b, e, g, h
5. Individuals, Groups, and Institutions: b
7. Production, Distribution, and Consumption: b
8. Science, Technology, and Society: a

Middle School Teacher's Guide Lesson Plans: NCSS Middle Grades

1. Culture: b, c, e
2. Time, Continuity, Change: a, b, c, d, e, f
3. People, Places, and Environments: a, b, c, d, g, i
4. Individual Development and Identity: a, b, d, e, g,
5. Individuals, Groups, and Institutions: a, b
6. Power, Authority, and Governance: g, h
7. Production, Distribution, and Consumption: i
8. Science, Technology, and Society: a
9. Global Connections: a

High School Teacher's Guide Lesson Plans: NCSS High School

1. Culture: b, d
2. Time, Continuity, Change: a, b, c, d, e, f
3. People, Places, and Environments: a, b, c, d, i
4. Individual Development and Identity: a, b, h
5. Individuals, Groups, and Institutions: a, b
7. Production, Distribution, and Consumption: h
8. Science, Technology, and Society: a, b
9. Global Connections: a, c

NCTE Standards: 1, 3, 5, 7, 8, 12

CLASSROOM LESSON PLANS AND FIELD TRIP ACTIVITIES

Middle School Teacher's Guide

1. Artifacts
2. Find *Titanic*!
3. What Does *Titanic* Have to do With Me?
4. You Are There!
5. Classy Letters
6. That is SO 1912!
7. Lifestyles of the Rich and Famous
8. Sports Center
9. They're Playing Our Song
10. Extra! Extra! Read All About It!
11. Time Will Tell

“*Excellent topics for classroom discussion. All children should have a chance to see and learn from this.*”



The lessons in the Middle School Teacher's Guide are specifically geared toward social studies, with inherent language arts components. However, a unit on *Titanic* can be easily incorporated into many subjects. For example, in a music class the students can sing songs popular in the early 1900s. In PE class, the students can play games common at that time. For art, students can frame black-and-white photos taken on a day that they come in period costume. In the Appendix, you will find a list of several recommended activities for all levels. More comprehensive activities/experiments can be found in the *Titanic Science* workbook provided separately.

The targeted grade level is 6–8. Teachers will also want to consult the Elementary and High School Guides. Some of the lessons have components that must be done before the field trip to TITANIC: The Artifact Exhibition, some are for after the trip, and some are for both. Most also have activities to be completed by the children while at the Exhibition. Please preview the lessons carefully so everyone will be prepared. Feel free to select all or part of the lessons. Older students may be able to complete all the work in the Guide designed to be done at the Exhibition, while one activity may be enough for the younger grades. Some lessons include reproducible Student Activity pages which you will find at the end of the lesson descriptions and instructions.

Lesson 1: Artifacts

Student Activity page 14

Students will find four artifacts at TITANIC: The Artifact Exhibition whose owners have been identified. The worksheet provides a chart to record their data.



Some of the artifacts are pieces of jewelry, like this three diamond ring.

After the field trip, have students complete the chart by researching the lives of those individuals on the passenger lists available at Encyclopedia Titanica www.encyclopedia-titanica.org under the “People” section or via their “Search” function. These biographies can be used as subjects for several forms of assessment, both individually and as group projects. Some suggestions are a mobile, timeline, or poster with key events illustrated; an informative letter from the passenger; written reports; “autobiographies” presented in costume; “diary” entries; and skits, interviews, or dialogues among several “characters”. These activities can also be used in Lessons 3 and 5.

Lesson 2: Find *Titanic*!

Student Activity page 15

This is a geography activity that requires locating and labeling places on a map. You will need to provide a black-line master map for your students or you can expand the project by having them create their own maps. Make sure the map shows the Atlantic Ocean with land on either side. Students will need an atlas.

This activity can be done before or after your field trip. Instructions are on the Student Activity page. The amount of detail expected on the map can vary with your students’ skill level. Make sure the map has longitude and latitude lines marked. A simplified grid for longitude and latitude is also available on the Student Page. There is a map provided to show the route of *Titanic*.

Lesson 3: What Does *Titanic* Have to do With Me?

Student Activity page 17

This activity has students relate to the passengers on *Titanic* by making connections with their local community and own family history. It works well in conjunction with Lessons 1 and 5. Students will record information in charts and then answer questions based on that data.

Begin the activity before your visit to the Exhibition with research on the website Encyclopedia Titanica www.encyclopedia-titanica.org. Lists of passengers from *Titanic* are available there in the “People” section. There is also a “Search” feature provided on the site.

Part of the assignment will be completed during the field trip itself when students look for artifacts belonging to specific individuals. Once the data has been collected, this lesson can be as a launching point for the biographical activities in Lesson 1.

1. Students search for passengers with their own last names. Have them enter their last name in the Search box on the upper right. This will pull up a list of articles for passengers with that last name. They will be able to read the biographies online and complete the Student Activity page chart. To avoid the possibility of a name not being found, students may work together and “borrow” a partner’s name for the chart part of this lesson, or use a maiden name from their own family.

2. Have students search for their state to find passengers associated with their area. Students need to find out if it was the passengers’ home, their destination, or perhaps they were just passing through. This will be indicated in the “Local connection” column of the chart where a specific city or county should be included if given. You will need to provide students with a map of your state. They will also need resources for researching local history.

Lesson 4: You Are There!

Student Activity page 19

1. Students will extract facts from primary source accounts about *Titanic*, compare them to evidence they see at TITANIC: The Artifact Exhibition, and write their own “eyewitness account.” Four brief excerpts are provided in the Appendix. This activity can be easily combined with Lesson 5.

2. An excellent book for primary source activities is *The Titanic Disaster Hearings: The Official Transcript of the 1912 Senate Investigation* by Tom Kuntz (Pocket Books, 1998). These transcripts can be developed into radio dramas and role playing activities.

Lesson 5: Classy Letters

This lesson examines stratification in society and can also be expanded with the same biography activities as described in Lessons 1 and 3, and ties in with the writing assignments in Lessons 4 and 11.

Upon arriving at the Exhibition, students will “board” *Titanic* using replica tickets from the White Star Line. Each Boarding Pass includes the name of an actual passenger who made the voyage thus enhancing the historical relevance and personal experience for each of your students. Throughout the Exhibition, your class will learn about early 20th century grandeur as they walk through re-creations of several actual interiors of the Ship. Students will track the experience of the passenger on their Boarding Pass as they move through the Exhibition.



Before your field trip:

Define and discuss the terms “first-class,” “second-class,” and “third-class.” Many students will give a definition that has to do with school—“English class” or “math class.” Lead students towards other definitions by asking: What does it mean to fly “first-class” on an airplane? What does “class” mean in the phrases “upper-class,” “middle-class” and “working-class?” Do you see examples of this in our daily life?

Explain to your students that on *Titanic*, passengers could book passage in the first-class, second-class, or third-class cabins. You may want to share with them what it would cost in each class in today’s dollars and provide concrete examples of what has a comparable cost today: First Class Deluxe Parlor Suite = \$103,000; Second Class Ticket = \$57,200; Third Class Berth = \$900. Students learn more about some of the most elite first-class passengers in Lesson 7.



At the Exhibition:

Students may want to take notes while they are at the Exhibition. As they enter the Memorial Gallery, students will see the fate of their individual passengers by locating their names on the manifest.

After the field trip:

Have students write a letter from the person on their Boarding Pass and create an illustration of him/her in a cabin appropriate to their status. Researching the specific person on Encyclopedia Titanica www.encyclopedia-titanica.org will provide additional details to incorporate, perhaps even a photograph of the person or a list of their personal belongings to include in the picture. Ask students to address the following issues in their letters:

1. To whom would the passenger write? Show how the passenger feels about the person who will receive the letter.
2. Why is the passenger going to the US? What does the passenger expect to do or see once they get there?
3. What is the passenger's impression of life on *Titanic* so far? How do they feel about being onboard?
4. Include a detail that gives a hint about the unforeseen disaster about to happen. Does it seem unusually cold? Have there been rumors about warnings from other ships?
5. What does this passenger do during the day of April 14? See Lesson 11 for suggestions.
6. Describe some of the interesting people met onboard. Working with a partner, students can incorporate each other into their letters, remembering that First and Third Classes were segregated.

Lesson 6: That is SO 1912!

Student Activity page 20

Students compare elements of today's culture to that of 1912. Column 1 (Mine) is the student's favorite or what is normal for his/her family. Column 2 will be filled in while visiting *Titanic: The Artifact Exhibition*. The rest of the assignment will be completed after the field trip.



Famous first-class passenger and fashion designer,
Lady Duff Gordon.

Lesson 7: Lifestyles of the Rich and Famous

Student Activity page 21

Explain to students that the *Titanic* passenger list reads like a “Who’s Who” of high society at the time. It has been reported that the combined personal fortunes of some of the elite passengers was more than \$250 million in 1912. This activity is begun before the field trip by using Encyclopedia Titanica www.encyclopedia-titanica.org. It is completed while touring the Exhibition.

Lesson 8: Sports Center

Students will work in groups to research what kinds of sports or other athletic activities were popular in 1912 and available on *Titanic*. Presentation is in the form of a sports news show.

Introduce the lesson:

“Tonight we begin our sports coverage live on the First Class Promenade Deck by interviewing a rising tennis ace. Plus, we’ll talk strategy with *Titanic*’s resident squash pro and find out which is more popular, the Gymnasium’s mechanical horse or its camel!” These could be your opening lines for this next activity, in which you will research the sports and other recreational activities available to passengers.

Students will need to consult the Exhibition, library, and the internet for further information. They will create a broadcast to highlight the activities and facilities on the Ship for sports and exercise. Include the Gymnasium, Turkish Baths, swimming pool, and squash courts.

Lesson 9: They're Playing Our Song

This lesson examines the elaborate art work on the covers of old sheet music as primary sources. It can be expanded to a music history class by researching the hit tunes of the time, such as “Alexander’s Ragtime Band” and “My Melancholy Baby”. Lists of contemporary popular music can be found online by searching “music 1912.” Explain to students that while the story that the band played until the Ship sank may not be true, music was prevalent. Among the paper artifacts recovered were sheet music from songs popular in 1912, such as “Kiss Me, My Honey, Kiss Me” by Irving Berlin and Ted Snyder. The White Star company hired eight musicians to entertain the first- and second-class guests. Lunch and dinner were even introduced by the playing of a song, “The Roast Beef of Old England”.



- a. Have students write and perform their own song about *Titanic*. Don't forget an illustrated cover for it!

Lesson 10: Extra! Extra! Read All About It!

Titanic had its very own newspaper published daily aboard the Ship, the *Atlantic Daily Bulletin*. Working with classmates, your group is going to produce its own issue of the paper. Your articles should explain what children did for fun on the Ship, the biographies of the Ship's crew, biographies of some of its famous passengers, connections to your own community, and anything else you can think of that would be appropriate for a newspaper in 1912. Include illustrations and advertisements. Review Lessons 6–9 for ideas.

Lesson 11: Time Will Tell

Student Activity page 22

In this activity, students gain perspective of the time frame in which *Titanic* sank. They learn what time of day and night some of the important events happened on the Ship. They will develop a sense of historical empathy by comparing those events to their own schedule. Part of the assignment will be done at the Exhibition.

1. Students keep track of their routine for one Sunday and Monday. This information is recorded in the last column of the time table on the Student Activity page. While at the Exhibition, the students will look for photographs or artifacts that demonstrate the events in the *Titanic* column.
2. Students will research and identify the key people in the time line.



Frederick Fleet, the lookout, spotted the iceberg at 11:39 p.m.

Name _____ Class _____ Date _____


Lesson 1: Artifacts

We don't learn history just by reading about it in books! Artifacts are another way to learn what life was like long ago. While touring the Exhibition, choose 4 artifacts whose owners have been identified.

Part 1: For each artifact, identify as much as you can about its owner's life: gender, age, family, occupation, social status. Try to determine the purpose of their trip on *Titanic*. Vacation? Business? Immigration? Draw conclusions about the people from the artifacts you see at the Exhibition and support their biographical data with additional research.

| Artifact & Description | Name of Person | Gender & Age | Occupation | Social Status | Purpose of Trip | Survived? |
|------------------------|----------------|--------------|------------|---------------|-----------------|-----------|
| 1. | | | | | | |
| 2. | | | | | | |
| 3. | | | | | | |
| 4. | | | | | | |

Part 2: How much can we learn from an artifact? Someone in the future has found the luggage you packed to take on a long trip. What items would they find? What would those items reveal about you? Could the people who "discovered" your luggage make accurate guesses about you based on the "artifacts" packed in your suitcase? Explain why or why not.



Lesson 2: Find *Titanic!*

It took over 70 years and significant advances in technology for *Titanic* to be found after its fateful maiden voyage. Use a map that contains North America, the Atlantic Ocean, and Europe. Make sure your map has lines of longitude and latitude as well as room for a key.

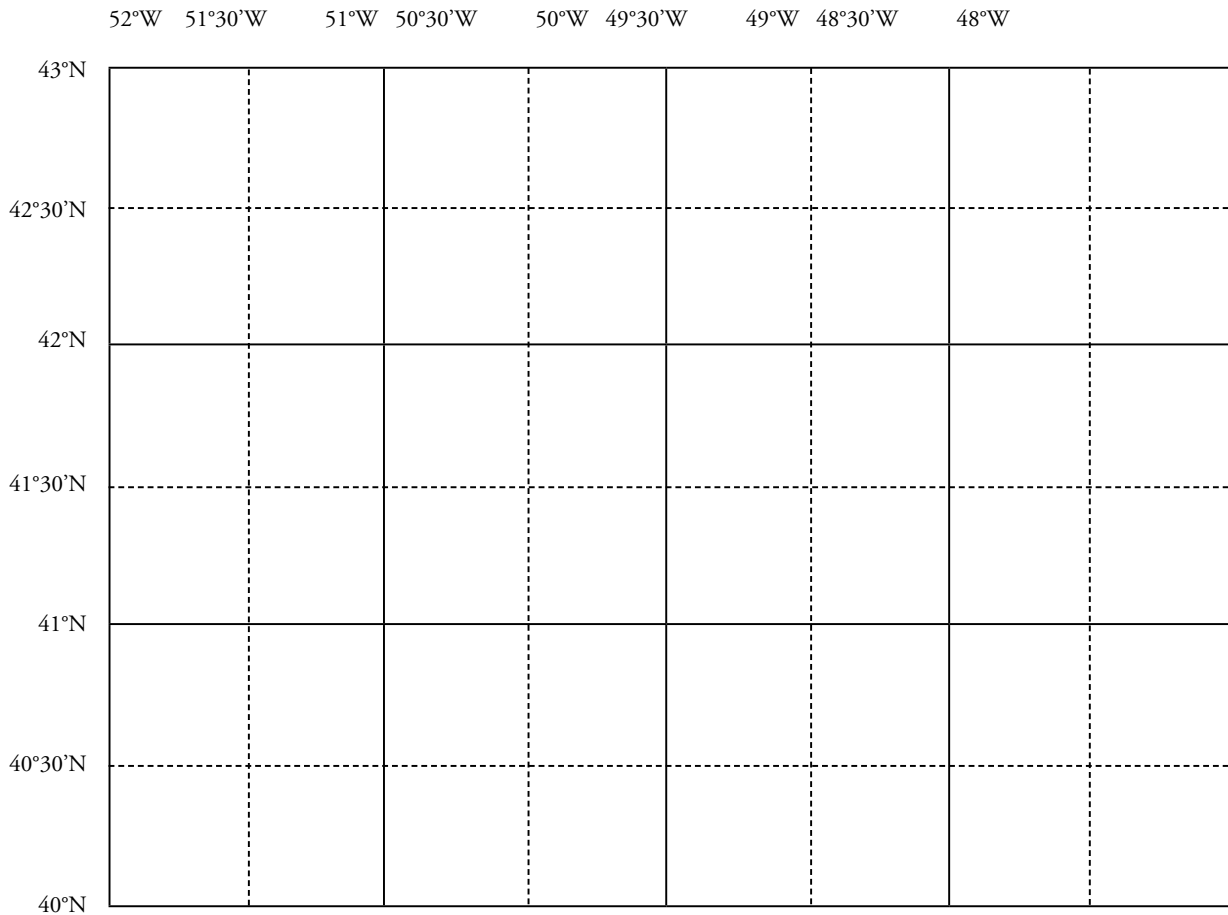
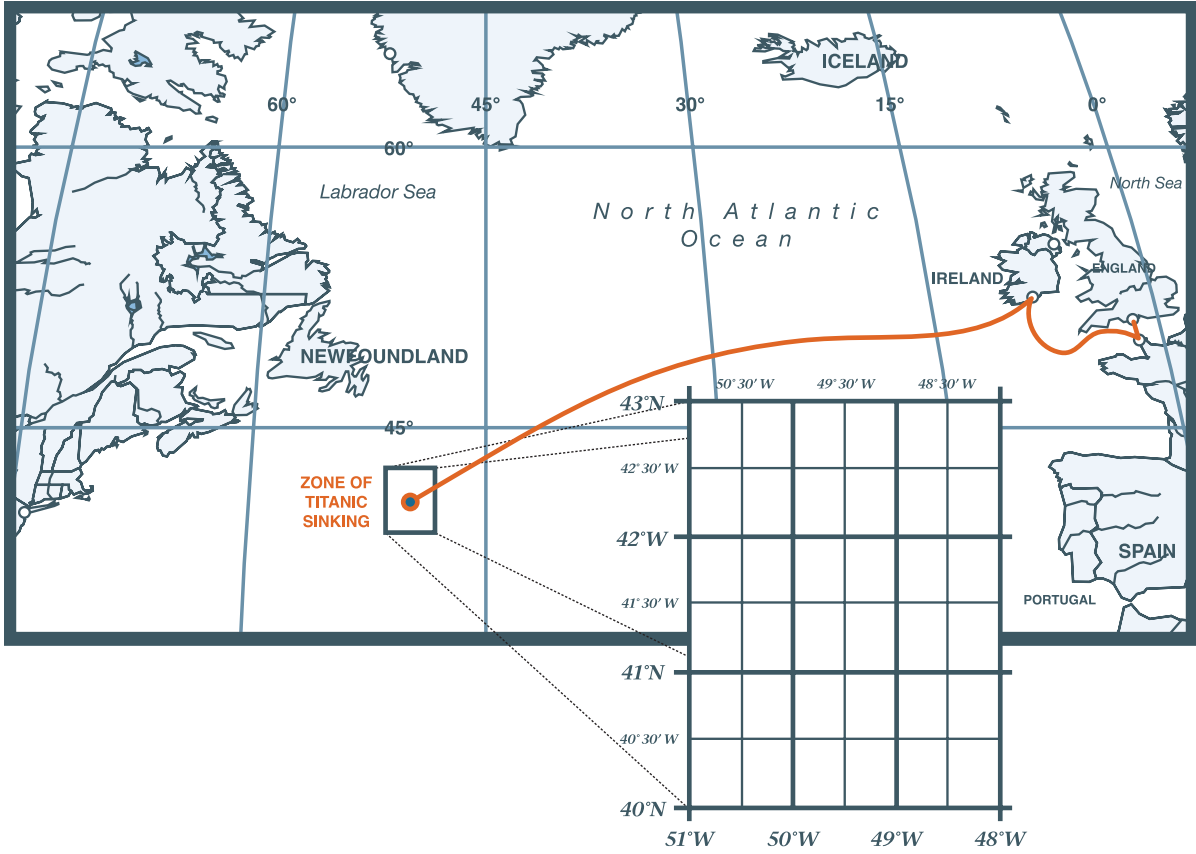
1. On your map, color land one color and water another color. Indicate these in the key.
2. After putting the places below on your map, explain on a separate piece of paper the significance of each of these locations in the story of *Titanic*, which you will learn as you tour *Titanic: The Artifact Exhibition*.

| | |
|-----------------|--|
| Countries | Ireland, England, France, United States, Canada, Greenland |
| Cities | Belfast, Ireland; Southampton, England; Cherbourg, France; Queenstown, Ireland; New York, New York; Halifax, Nova Scotia |
| Bodies of water | Atlantic Ocean, Labrador Sea, North Sea, English Channel, Irish Sea |

3. Now plot these locations on your maps. Create a key to indicate what was at that site.

| | |
|--|---|
| Icebergs reported by other ships | 41°51'N, 49°52'W 41°27'N, 50°8'W 42°5'N, 50°7'W 42°N, 51°W |
| <i>Titanic's</i> 1 st emergency message | 41°46'N, 50°14'W |
| Corrected <i>Titanic</i> message | 41°46'N, 49°14'W |
| <i>Titanic</i> wreck site | Stern section: 41°43'35" N, 49°56'54" W Boilers: 41°43'32" N, 49°56'49" W Bow: 41°43'57" N, 49°56'49" W |

4. Draw *Titanic's* route on your map. Indicate it in your key.



Name _____ Class _____ Date _____



Lesson 3: What Does *Titanic* Have to do With Me?

Part 1: Look for passengers on *Titanic* that had the same last name as you. Fill in this chart with their information. Use separate paper if you need more room. The last column is filled in during your field trip. Indicate whether or not there is anything there associated with the person and, if so, what it is.

| Name, age & gender | Class on Ship | Last residence | Job | Survived? | At Exhibition |
|--------------------|---------------|----------------|-----|-----------|---------------|
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

1. How many passengers had the same last name as you? Did anyone have your whole name? Could any of these people be related to your family? Why or why not?
2. Create a family tree on separate paper. Highlight the names of your relatives who were alive in 1912, the year *Titanic* sailed.

Part 2: Look for passengers who are connected to your state. Fill in this chart with their information. Use separate paper if you need more room. The last column is filled in during your field trip. Indicate whether or not there is anything at the Exhibition associated with the person and, if so, what it is.

| Name, age & gender | Class on Ship | Job | Local connection | Survived? | At Exhibition? |
|--------------------|---------------|-----|------------------|-----------|----------------|
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

- Put these people on a map of your state in their appropriate cities, towns, or counties. Be sure to add the names of those locations on the map. Put yourself on the map, too.
- Do any of these people have descendants still living in the area? If so, who are they?
- Research what life was like in your home town around 1912. Search online or contact your local historical society for help. What was newsworthy? Create a timeline of significant local, national, international, and *Titanic*-related events, 1910-1915. Add events from your own family's history, such as births, deaths, and marriages that fall into the time frame. Illustrate your timeline with photographs from that period.



Lesson 4: You Are There!

Your Social Studies textbook is a secondary source. This means that you have to rely on its authors' ability and authority to tell you about what went on in the past. But from where do the authors get their information?

That's where primary sources come in. A primary source is an account by an eyewitness, someone who was present at the time of an event. Primary sources are not only written documents. They come in many forms such as an article, diary, letter, photograph, video, or audio recording.

Four brief excerpts of real accounts about *Titanic* are provided in the Appendix. Make a list of facts about *Titanic* and her sinking that you learned from these articles. Record the facts in this chart and indicate in which primary source account you found them. While at *Titanic: The Artifact Exhibition*, look for artifacts and photographs that illustrate those facts. You may even see excerpts from those primary sources on the walls at the Exhibition.

| Fact | Primary Source | Evidence at Exhibition |
|------|----------------|------------------------|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

Now it's your turn! Write your own "eyewitness account" about the Ship on separate paper. Include the artifacts you saw and the facts you learned on your field trip. You could organize it in the form of a newspaper article, a diary entry, or perhaps a letter to a friend.



Lesson 6: That is SO 1912!

Fill in column 1 before your trip, column 2 as you examine the signs, posters, artifacts, and photographs during your trip, and columns 3 and 4 after your visit. Brainstorm other categories to add to the end of the chart.

| | 1. Mine | 2. On <i>Titanic</i> | 3. Similarities | 4. Differences |
|--|---------|----------------------|-----------------|----------------|
| Song or music | | | | |
| Hat | | | | |
| Dressy clothes | | | | |
| Athletic clothes | | | | |
| Shoes | | | | |
| Jewelry | | | | |
| Hair style | | | | |
| Food | | | | |
| Sport | | | | |
| Non-sport game or entertainment | | | | |
| Luggage/purse | | | | |
| Sending a message | | | | |
| | | | | |
| | | | | |

Create a Venn Diagram to discuss the similarities and differences you found in the trends of 1912 and today. Why do you think styles have or haven't changed much? Decorate your diagram with drawings of the items on both sides.



Lesson 7: Lifestyles of the Rich and Famous

Before your field trip, research the following celebrities onboard *Titanic*. Use Encyclopedia Titanica www.encyclopedia-titanica.org. While at the Exhibition, indicate whether or not they are included in any of the displays. If so, explain how.

| CELEBRITY | CLAIM TO FAME | SURVIVED? | IN EXHIBITION? |
|-----------------------------------|---------------|-----------|----------------|
| John Jacob & Madeleine Astor | | | |
| Margaret “Molly” Brown | | | |
| Lucy Christiana, Lady Duff Gordon | | | |
| Jacques Futrelle | | | |
| Dorothy Gibson | | | |
| Benjamin Guggenheim | | | |
| Henry B. Harris | | | |
| Francis David Millet | | | |
| Harry Molsen | | | |
| Isidor & Ida Straus | | | |
| Charles Eugene Williams | | | |
| Richard Harris Williams II | | | |

Name _____ Class _____ Date _____



Lesson 11: Time Will Tell

Part 1: In this activity, you will begin by learning what time of day and night some of the important events of the Ship's last 24 hours. Compare the times to your schedule for one Sunday and Monday. Write this information in the last column.

| TIME | TITANIC | ME |
|--------------|--|----|
| Sunday | April 14, 1912 | |
| 8:30-10:30am | Breakfast is served | |
| 9:00am | <i>Caronia</i> reports icebergs in the area | |
| 11:00am | Passengers go to church services led by Captain Smith, Reginald Barker, and Father Thomas Byles | |
| 11:40am | <i>Noordam</i> reports icebergs in the area | |
| 12:00pm | Officers measure that they sailed 546 miles since noon Saturday | |
| 1:00-2:30pm | Lunch is served; children are allowed to use the Gymnasium | |
| 1:42pm | Another ship, <i>Baltic</i> , sends a message about icebergs | |
| 6:00pm | Sixth Officer Moody guesses they will reach icebergs by 11:00 | |
| 6:00-7:00pm | Dinner is served | |
| 7:15pm | First Officer Murdoch asks Samuel Hemming to close a hatch on the forward deck as the glow from a light makes it hard to spot icebergs | |
| 7:30pm | Harold Bride gets a message from <i>Californian</i> about icebergs | |
| 8:55pm | Captain Smith says good night to the Wideners and goes to the Bridge | |
| 9:00pm | Saloon stewards finish working in the restaurants | |
| 9:20pm | Captain Smith goes to his cabin | |
| 9:30pm | Second Officer Lightoller asks the lookouts to watch for icebergs; Jack Phillips ignores a message from <i>Mesaba</i> about icebergs | |

| | | |
|----------------|--|--|
| 10:00pm | Lights are turned out, 3rd class passengers go to bed; Lightoller, Archie Jewell, and George Symons finish work; Murdoch, Frederick Fleet, and Reginald Lee go on duty | |
| 10:55pm | Jack Phillips tells <i>Californian</i> to “Shut up!” when they report another iceberg | |
| 11:39pm | Fleet sees an iceberg, which the Ship hits 37 seconds later | |
| Monday | April 15, 1912 | |
| 12:05am | Captain Smith orders Chief Officer Wilde to uncover the lifeboats after talking with Thomas Andrews | |
| 12:10am | 1st distress signal sent | |
| 12:15am | The band starts to play music to calm people | |
| 12:25am | Order is given to put women and children in the lifeboats | |
| 12:45am | 1st lifeboat lowered into the ocean; Ruth Becker and her family go up | |
| 12:55am | Rockets fired to signal distress | |
| 1:00am | Douglas Spedden brings his teddy bear in lifeboat #3 | |
| 1:15am | Water reaches the name <i>Titanic</i> on the bow | |
| 1:30am | Passengers still on the Ship begin to panic | |
| 1:45am | <i>Carpathia</i> hears its last report from <i>Titanic</i> | |
| 1:50am | Billy and Lucille Carter escape in lifeboat #4 | |
| 2:00am | Over 1,500 people still on <i>Titanic</i> | |
| 2:17am | <i>Virginian</i> receives last SOS message from <i>Titanic</i> | |
| 2:20am | Last lifeboat launched; <i>Titanic</i> disappears in the water | |
| 3:30am | People in lifeboats see signal rockets from <i>Carpathia</i> | |
| 4:10am | 1st lifeboat, #2, reaches <i>Carpathia</i> | |
| 5:30am | <i>Californian</i> learns that <i>Titanic</i> sank | |
| 8:30am | Last lifeboat, #12, reaches <i>Carpathia</i> ; <i>Californian</i> arrives at the rescue scene | |

Complete these assignments on separate paper:

- Think about how you would feel and what you would have done had you been on the Ship. Tell your story in a series of drawings or develop a skit to tell about your adventures during *Titanic*'s last day. Write a journal pretending you are telling about your adventures to your great-grandchildren.
- Compare and contrast your schedule to that of *Titanic*.
- How has daily life changed for someone your age since 1912?
- While on your field trip, look for photos and or artifacts that show some of the events in the chart. When you find evidence that matches, highlight that event on your chart.

Part 2: Identify the people named in the *Titanic* column. Search for them at www.encyclopedia-titanica.org.

ADDITIONAL STUDENT ACTIVITIES

Field Trip Scavenger Hunt

Word Search

Crossword Puzzles

Answer Key

“*What a great cultural experience for all of us;
this is what field trips should be!*”



Scavenger Hunt

Relive the fateful journey of the world's most famous ship as you lead your own expedition through *Titanic: The Artifact Exhibition*.

1. How many passengers and crew were on board *Titanic* on her maiden voyage?
 - a. 1,500
 - b. 2,208
 - c. 1,324
2. Who was the Managing Director of Design at Harland & Wolff?
 - a. J. Bruce Ismay
 - b. Lord Pirrie
 - c. Mr. Thomas Andrews
3. Where did *Titanic* stop to collect mail and additional passengers before setting sail across the North Atlantic for New York?
 - a. Cherbourg & Queenstown
 - b. Belfast & Southampton
 - c. Southampton & Halifax
4. What were the first names of Captain Smith's wife and daughter?
 - a. Ellen & Harriet
 - b. Elisabeth & Hannah
 - c. Eleanor & Helen
5. Where were the two most expensive First Class Cabin Suites located?
 - a. B Deck
 - b. Promenade Deck
 - c. A Deck
6. How old was Madeleine Force when she married Col. John Jacob Astor?
 - a. 18
 - b. 21
 - c. 26
7. How many boilers were on *Titanic*?
 - a. 152
 - b. 29
 - c. 3
8. How many hours does it take for a submersible to dive down to *Titanic*'s wreck site?
 - a. 2.5
 - b. 40–90
 - c. 12–15
9. How many perfume vials were packed in Adolph Saalfeld's luggage?
 - a. 70
 - b. 65
 - c. 55
10. When did *Titanic* finally disappear into the water?
 - a. 2:20 am on April 15, 1912
 - b. 2:20 am on April 14, 1912
 - c. 2:20 am on September 1, 1985

A. What is the name of the passenger on your boarding pass?

C. Did you survive the sinking?

E. What was the highlight of your visit to the Exhibition?

B. What class were you traveling in?

D. Name one interesting fact about your passenger.

Answer Key on page 30


Word Search

S G T O R B J O W S T U H Y L
U T Y R O S Q K H Q A O Y V Y L
X C I T N A L T A P Q D R E C
P J M Q O U M J R E S C U E H
Y U S E E C P X V M V E N Q Y
P N G O P O F T W I T W W O I
L S B V U A A D I X M Z W H T
X I Q T L T R S A U H L K O R
I N T M A V H R M G F I O W C
N K W J K O T A R I H G Y F I
F A H M D I B E M C T J S U N
S B B L F U B E O P B H H A A
R L K A J E T A F Z T P I J T
E E C V C Q L M M I S O P G I T
M T O I I X H J V S L E N L T

ARTIFACT

ATLANTIC

COAL

ICEBERG

LIFEBOAT

RESCUE

SHIP

SMITH

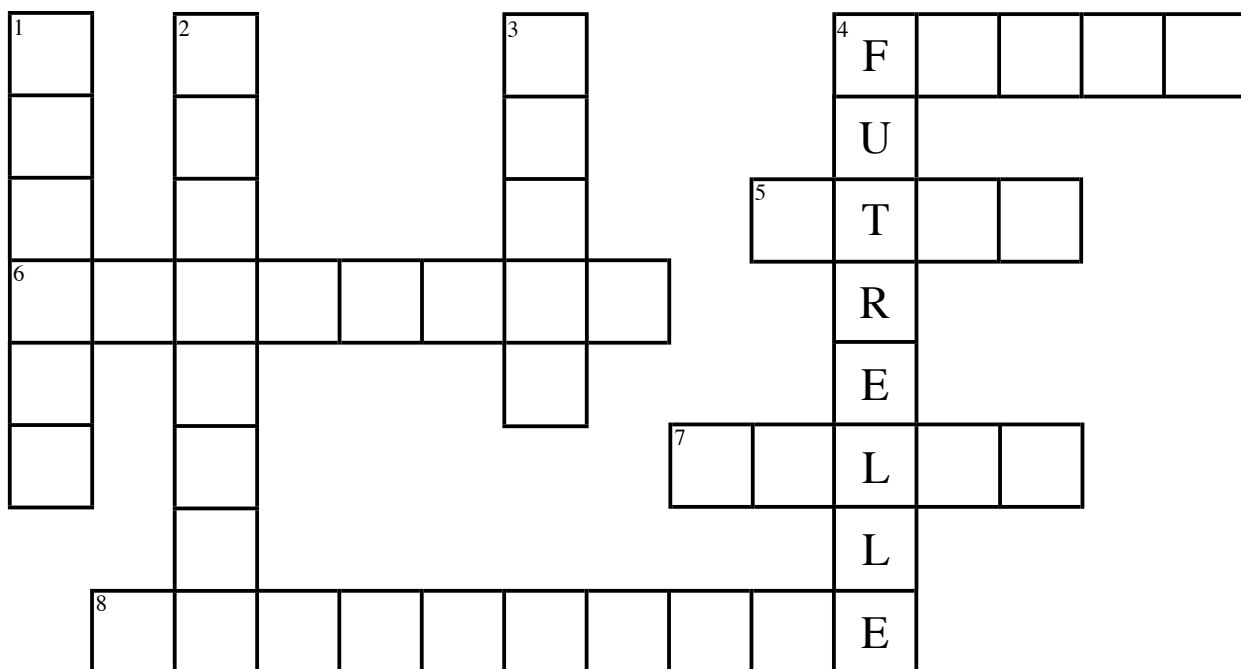
SOUTHAMPTON

TITANIC

UNSINKABLE

Answer Key on page 30


 Crossword Puzzle



ACROSS

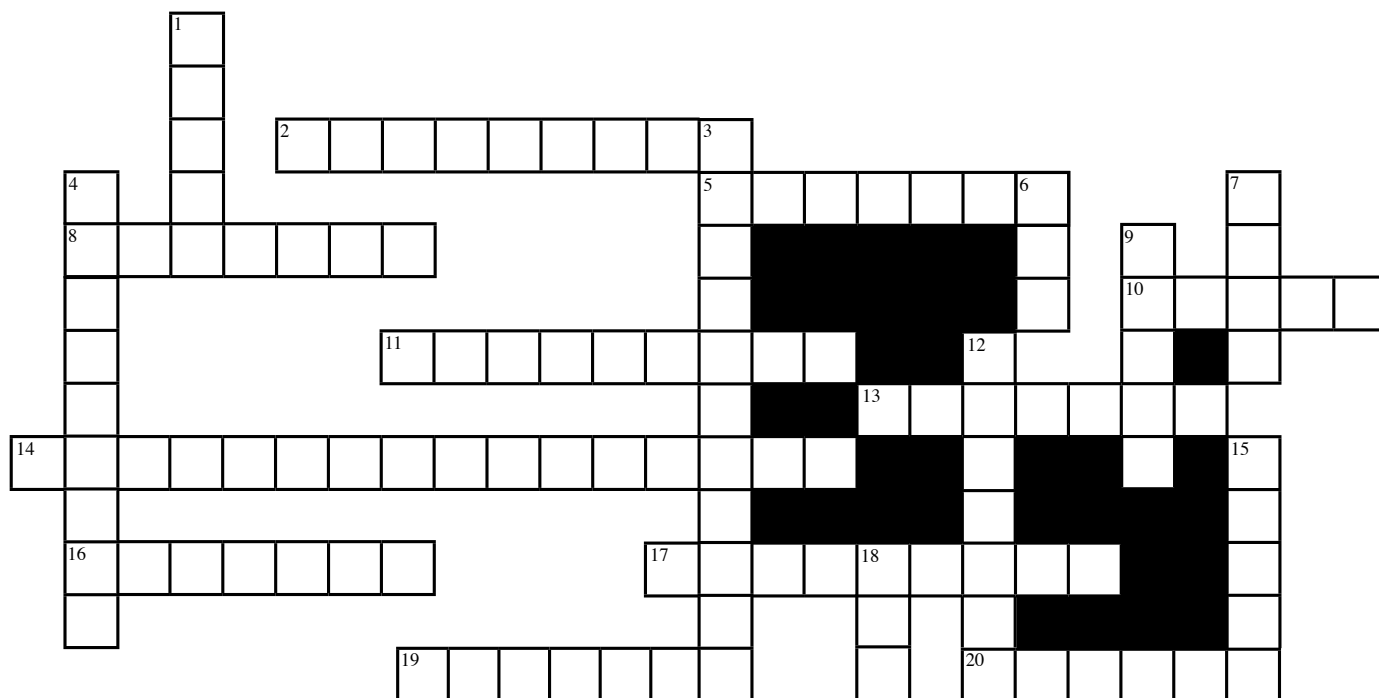
- 4 Frederick _____ saw the iceberg first
- 5 White _____ Line
- 6 *Titanic* is at the bottom of the _____ Ocean
- 7 Famous teddy bear on *Titanic*
- 8 Turns out that *Titanic* was not _____

DOWN

- 1 Captain Smith's first name
- 2 Women and _____ first
- 3 Month that *Titanic* sails
- 4 Passenger from Georgia who wrote books

Answer Key on page 30


 Crossword Puzzle



ACROSS

- 2 Reddish brown growths of rust caused by iron-eating bacteria on the Ship's wreck
- 5 One of *Titanic's* sister ships
- 8 City in Canada where many victims are buried
- 10 Number of working funnels
- 11 Name of the ship that rescued survivors
- 13 The cause of the Ship's sinking
- 14 R.M.S.
- 16 Kind of car in the Ship's cargo
- 17 Right-hand side of a ship
- 19 Edward J. Smith
- 20 Number of lifeboats on the Ship

DOWN

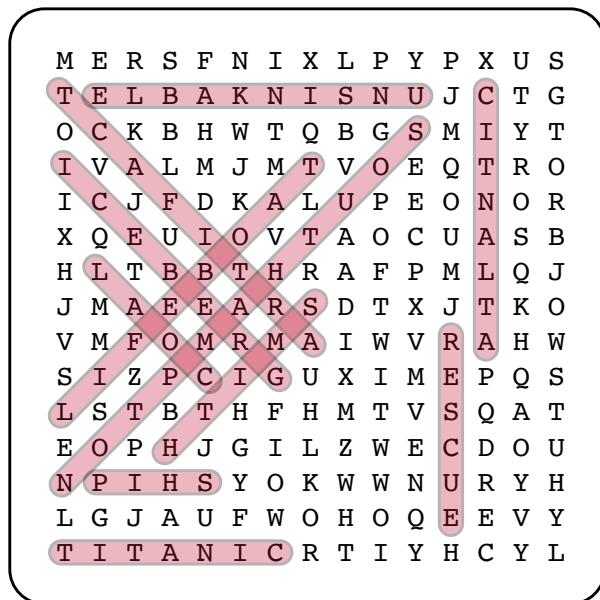
- 1 Month of the Ship's launch
- 3 Passengers boarded the Ship in this British port
- 4 City in France where the Ship made a stop
- 6 Distress signal before SOS
- 7 Left-hand side of a ship
- 9 Rear-end of a ship
- 12 City where *Titanic* was built
- 15 Managing Director of the White Star Line
- 18 Front-end of a ship

Answer Key on page 30

Scavenger Hunt Answers: Page 26

1. b 2,208
2. c Mr. Thomas Andrews
3. a Cherbourg and Queenstown
4. c Eleanor and Helen
5. a B Deck
6. a 18
7. b 29
8. c 12–15
9. b 65
10. a 2:20 am on April 15, 1912

Word Search Answers: Page 27



Crossword Answers: Page 28

- Across:**
4. Fleet
 5. Star
 6. Atlantic
 7. Polar
 8. Unsinkable
- Down:**
1. Edward
 2. Children
 3. April
 4. Futrelle

Crossword Answers: Page 29

- | | |
|------------------------|----------------|
| Across: | Down: |
| 2. Rusticles | 1. April |
| 5. <i>Olympic</i> | 3. Southampton |
| 8. Halifax | 4. Cherbourg |
| 10. Three | 6. CDQ |
| 11. <i>Carpathia</i> | 7. Port |
| 13. Iceberg | 9. Stern |
| 14. Royal Mail Steamer | 12. Belfast |
| 16. Renault | 15. Ismay |
| 17. Starboard | 18. Bow |
| 19. Captain | |
| 20. Twenty | |

APPENDIX

1. Project Ideas

2. Facts & Figures

3. Primary Sources: Eyewitness Reports

4. Newspaper Headlines

5. Ship Diagram

6. Epilogue: *Carpathia*

“Titanic was just a ship before I went to this exhibit.”

1. PROJECT IDEAS

Additional suggestions for Research Projects, Creative Writing Activities, and Journal Prompts:

The People

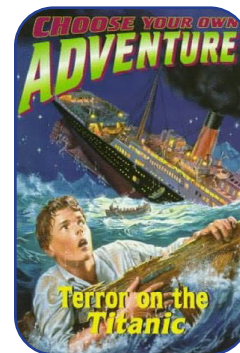
- Imagine the thoughts of Captain Smith as the Ship is going down.
- You made it into a lifeboat. Debate the reasons for and against rowing back to save more people.
- As the captain of *Californian*, explain your actions and decisions that night.
- What were the fates of the passengers who survived the sinking?
- Read *Terror on the Titanic* by R.A. Montgomery (Skylark, 1997) from the *Choose your Own Adventure*® series aloud and let the class vote on the decisions. Have students try their hand at writing their own version as a passenger on *Titanic*.
- Imagine the experiences of the crew aboard the rescue ship *Carpathia* and the recovery ship, *Mackay-Bennett*.

The Aftermath

- Describe a research and recovery expedition to the wreck site as the operator of a submersible.
- Create a travel brochure to advertise an adventure aboard a recovery and exploration expedition today.
- Compare the travel times for a trans-Atlantic voyage, from the Age of Exploration to today.
- Explore the science behind which artifacts have survived and why.
- What safety procedures and changes have been implemented as a direct result of this disaster?
- What marine life calls the Ship's remains home?
- Compare and contrast the inquiries in the US (Senate hearings) and Britain (Board of Trade investigation).

The Ship

- What were the fates of *Titanic*'s sister ships, *Olympic* and *Britannic*, as well as that of the last surviving White Star Line ship, *Nomadic*?
- Create a travel brochure to advertise *Titanic* in 1912.
- Investigate unusual cargo, such as “dragon’s blood” and a new car.
- Investigate animals onboard as pets, livestock, and food.
- Compare and contrast *Titanic* to a modern cruise ship.
- Measure out the dimensions of a lifeboat (30 x 9 x 4 ft.) on the floor and mark with tape to have students see how many of them would fit (collapsible dimensions, 27.5 x 8 x 3 ft.).
- The black line master of the Ship diagram in the Appendix can be used for activities such as coloring class sections, or indicating locations of artifacts seen at the Exhibition.



Terror on the Titanic
by R.A. Montgomery

2. FACTS AND FIGURES

KEY SHIPS

| | <i>RMS Titanic</i> | <i>RMS Carpathia</i> | <i>SS Californian</i> |
|--------------------------|-------------------------------|-------------------------|-----------------------|
| Length | 882 ½ ft. (22 school buses) | 558 (14 buses) | 447 (11 buses) |
| Width | 92 ½ ft. | 64 ½ ft. | 54 ft. |
| Speed | 21–24 knots (24–27 mph) | 14–17 knots (16–20 mph) | 13 knots (15 mph) |
| Funnels | 4 (3 working + 1 fake) | 1 | 1 |
| Capacity | about 3,300 | about 1,700 | about 50 |
| Owner | White Star Line | Cunard Line | Leyland Line |
| Captain | Edward John Smith | Arthur Henry Rostron | Stanley Tutton Lord |
| Wireless operator | John Phillips Harold Bride | Harold Cottam | Cyril Evans |
| Departure | England | New York | England |
| Destination | New York | Adriatic Sea | Boston |
| Sank | 1912 | 1918 | 1915 |
| Gross tonnage | 46,329 | 13,500 | 6,200 |

Titanic

| |
|---|
| Net tonnage: 21,831 |
| Displacement: 66,000 tons |
| Reciprocating engines: 30,000 i.h.p |
| Turbine engine: 16,000 s.h.p |
| Height: 175 ft. keel to funnel top, 60 ½ ft. waterline to boat deck |

Carpathia started picking up survivors around 4:00 am.



TITANIC'S PASSENGERS

Lifeboat Capacity: 1,178

Totals

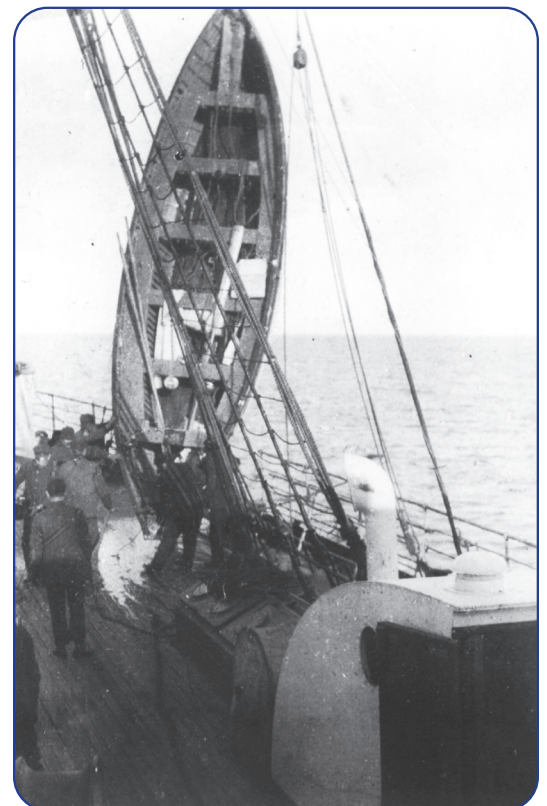
| Class | Saved | Lost | Total |
|--------------|-------|------|-------|
| First Class | 201 | 123 | 324 |
| Second Class | 118 | 166 | 284 |
| Third Class | 181 | 528 | 709 |
| Crew | 212 | 679 | 891 |
| Totals | 712 | 1496 | 2208 |

Survival Rate by Class

| | |
|-----------------------|-----|
| First Class | 62% |
| Second Class | 42% |
| Third Class | 26% |
| Crew | 24% |
| Overall Survival Rate | 32% |



Only 712 made it onto the lifeboats that could have held over a thousand people.

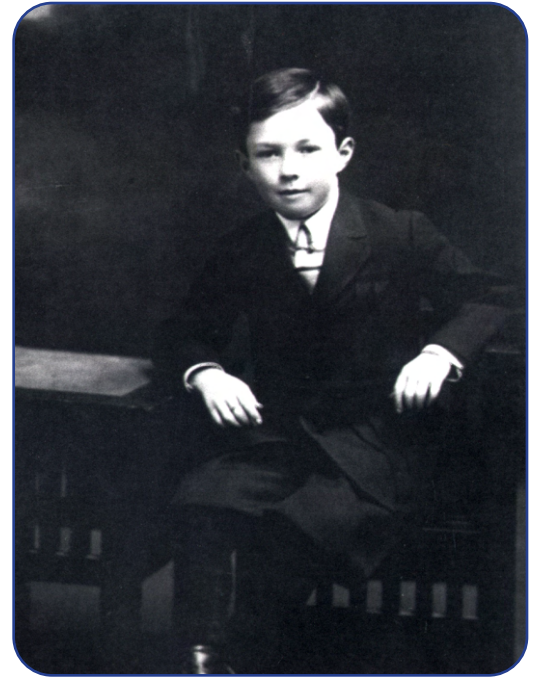


Water drains from a lifeboat hoisted aboard the *Carpathia*.
Photo courtesy of Michael Pocock, www.maritimequest.com

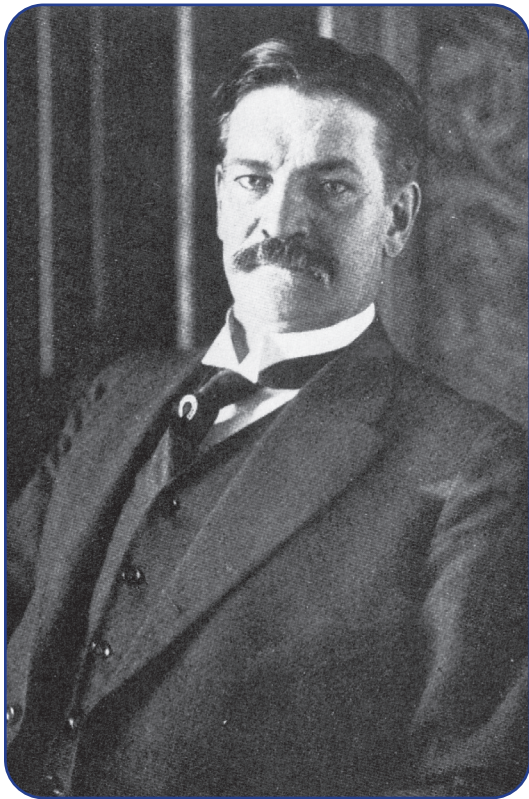
3. PRIMARY SOURCES: EYEWITNESS REPORTS

1. Second-class passenger Marshall Drew, an 8-year-old British boy, was traveling with his aunt and uncle who were raising him:

When the *Titanic* struck the iceberg, I was in bed. However, for whatever reason, I was awake and remember the jolt and cessation of motion. A steward knocked on the stateroom door and directed us to get dressed, put on life preservers and go to the boat deck, which we did. The steward, as we passed, was trying to arouse passengers who had locked themselves in for the night. Elevators were not running. We walked up to the boat deck. All was calm and orderly. An officer was in charge. ‘Women and children first,’ he said, as he directed lifeboat number 11 to be filled. There were many tearful farewells. We and Uncle Jim said good-bye.... The lowering of the lifeboat 70 feet to the sea was perilous. Davits, ropes, nothing worked properly, so that first one end of the lifeboat was tilted up and then far down. I think it was the only time I was scared. Lifeboats pulled some distance away from the sinking *Titanic*, afraid of what suction might do.... As row by row of the porthole lights of the *Titanic* sank into the sea, this was about all one could see. When the *Titanic* upended to sink, all was blacked out until the tons of machinery crashed to the bow.... As this happened hundreds and hundreds of people were thrown into the sea. It isn’t likely I shall ever forget the screams of these people as they perished in water said to be 28 degrees.”



2. First-class passenger Colonel Archibald Gracie, a 53-year-old American, had to jump from the top deck:

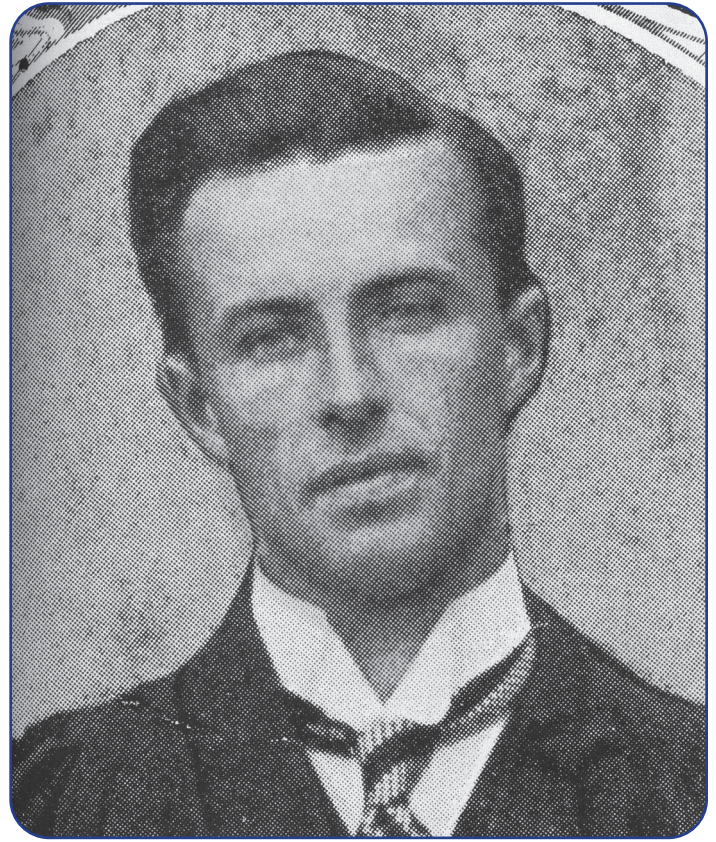


“My friend Clinch Smith made the proposition that we should leave and go toward the stern. But there arose before us from the decks below, a mass of humanity several lines deep converging on the Boat Deck facing us and completely blocking our passage to the stern. There were women in the crowd as well as men and these seemed to be steerage passengers who had just come up from the decks below...”

After sinking with the Ship, it appeared to me as if I was propelled by some great force through the water. This might have been occasioned by explosions under the water, and I remembered fearful stories of people being boiled to death. Again and again I prayed for deliverance, although I felt sure that the end had come. I had the greatest difficulty in holding my breath until I came to the surface. I knew that once I inhaled, the water would suffocate me. When I got under water I struck out with all my strength for the surface.... There was nothing in sight save for the ocean, dotted with ice and strewn with large masses of wreckage. Dying men and women all about me were groaning and crying piteously. By moving from one piece of wreckage to another, at last I reached a cork raft. Soon the raft became so full that it seemed as if she would sink if more came on board her. The crew for self preservation therefore had to refuse to permit any others to climb on board. This was the most pathetic and horrible scene of all.”

3. 34-year-old British school teacher Lawrence Beesley was traveling in Second Class:

As I dressed, I heard the order shouted 'All the passengers on deck with the life belts on.' We all walked up slowly with the life belts tied on over our clothing, but even then we presumed that this was merely a wise precaution the captain was taking. The Ship was absolutely still, and except for the gently, almost unnoticeable, tilt downwards, there were no visible signs of the approaching disaster. But, in a few moments, we saw the covers being lifted from the boats and the crews allotted to them standing by and uncoiling the ropes, which were to lower them. We then began to realize that it was more serious matter than we had at first supposed. Presently we heard the order 'All men stand back away from the boats. All ladies retire to the next deck below.' The men all stood away and waited in absolute silence, some leaning against the end railings of the deck, others pacing slowly up and down. The boats were then swung out and lowered. When they were level with the deck where all the women were collected, the women got in quietly, with the exception of some, who refused to leave their husbands. In some cases they were torn from their husbands and pushed into the boats, but in many instances they were allowed to remain, since there was no one to insist that they should go.



4. 7-year old Eva Hart was a second-class passenger on her way to Canada with her parents:



She [Mother] felt this little 'bump' as she always described it, because we were a very long way from it. We were on the port side of the Ship and the collision was on the starboard side of the Ship, and had she been asleep it wouldn't have awakened her... she immediately awakened my father... My father went away and spoke to one of the sailors and came back and said 'We've hit an iceberg...they're going to launch the lifeboats but you'll all be back on board for breakfast.' They started to lower the boats and my father put my mother and I in without any trouble at all.... I never saw him again...he told me to hold my mummy's hand and be a good girl, that's all he said. The panic seemed to me to start after the boats had gone, we could hear it...after we were rowing away from the Ship...then we could hear the panic of people rushing about on the deck and screaming and looking for lifeboats...I was terrified... it was dreadful...the bow went down first and the stern stuck up in the ocean what seemed to me like a long time...but it stood up stark against the sky and then keeled over and went down, you could

hear the screaming and thrashing about in the water...and finally the ghastly noise of the people thrashing about and screaming and drowning, that finally ceased. I remember saying to my mother once, 'How dreadful that noise was' and I'll always remember her reply and she said 'Yes, but think back about the silence that followed it...because all of a sudden the Ship wasn't there, the lights weren't there and the cries weren't there.'

4. NEWSPAPER HEADLINES

THE WEATHER
For Syracuse and vicinity—Probably showers to-night or Tuesday; cooler Tuesday.

THE SYRACUSE HERALD

5 To Sell Real Estate Use a Herald Classified Ad and Get Results.

PRICE TWO CENTS VOL. 56, NO. 10,983 SYRACUSE, N. Y., MONDAY EVENING, APRIL 15, 1912.—SIXTEEN PAGES ON SALE EVERYWHERE IN SYRACUSE AT OR BEFORE 8 P. M.

TITANIC'S PASSENGERS ALL RESCUED

Giant New Liner Limping in Toward Halifax, Badly Damaged

DEFALCATION AT NEW BERLIN BANK EXCEEDS \$300,000

Examination of Books Shows Big Increase in Arnold's Shortage.

CASHIER IS IMPROVING

Defaulter's Health Not as Bad as Reported—Depositors Gather at Doors of Bank—Arnold Came Frequently to Syracuse and Entertained Lavishly.

Norwich, April 15.—The announcement by Federal bank examiners that the New Berlin bank at New Berlin would probably exceed \$300,000 through the collapse of that village into excitement to-day and another storming of the institution such as occurred yesterday was expected to-day.

Village folk at New Berlin believed they had learned the news last week when the outcome of the suit was expected from \$100,000 to \$200,000. Now that another blow has been added failure is certain.

Yesterday the four bank examiners spent a busy day at the bank aided by Lee Howley, the new cashier. Word that the bank was opened passed through the village and hundreds of depositors started the doors of the building.

Attack from the front was unusual, but persistent individuals found a window on the side. Hundreds gathered without this and hurled questions at the men inside. For more than two hours the examiners were obliged to come work and attempt to quiet the people on the outside.

Inquiries ignored.

All questions relative to the bank's financial condition were ignored. Hundreds, however, were anxious to learn what steps could be taken by them to secure funds from the bank. The strength of the securities and value of the bank's assets were also asked that could be given in this regard was given.

Efforts to secure something of the condition of Frank W. Arnold, the confessed wrecker of the bank and former cashier, resulted in the statement here given out that he has left the city. The physicians still hold, however, that he is in a critical condition from nervous prostration and complicated ailments.

Reports of Arnold's extreme sickness are taken at considerably less than their face value by the village people, however.

Arnold is Moved.

An effort to account for the early report that Arnold was ill in his bungalow when it afterwards appeared that he had been confined to his room in "Stone Manor" was made yesterday, when announcement was made from the Arnold home that he had been moved somewhere during the last hours of Saturday morning. So certain for his being moved was given.

Those responsible here still believe that there was danger of an attempted flight on the part of Arnold. That the Federal authorities are taking no chances is indicated by the fact that the number of guards about the Arnold home has not been lessened.

HOW TITANIC'S 1,300 PASSENGERS WERE RESCUED AFTER LINER SMASHED BOWS ON HUGE ICEBERG

The illustration depicts the Titanic's bow section submerged in the icy North Atlantic. A large iceberg looms in the background. Numerous lifeboats are shown in various stages of deployment and use. Some are fully inflated, while others are partially submerged or being lowered. Men are seen on the deck and in the water, some appearing to be organizing rescue efforts. The scene is chaotic and dramatic, capturing the final moments of the ship's voyage.

U. S. WARNING TO MEXICO HINT THAT INVASION IS NEAR

State Department's Forceful Note Brings Relations to Crisis.

Special to The Syracuse Herald.

Washington, April 15.—The State department's forceful note to the contending factions in Mexico, warning them against further hostilities, which referred to an invasion of America, is believed to have brought the relations between the United States and Mexico to the critical point. This is a far departure from the past experience and tradition of the State department, notably and recently in the case of Cuba.

RECALLS SPANISH WAR.

It is recalled that just such warning as this preceded the Spanish war, resulting in the famous message of President McKinley, which referred to the "unbearable situation existing at this moment."

It is still bold and bolder by the administration officials, however, that Secretary's notes will have a sobering effect upon the passions of the struggle, and that it will not be necessary for the American government to consider drastic steps to be taken to Mexico. This hope had to be renewed assurance from official quarters to-day that there will be no more "warning" notes.

A political column, passed over President's desk and published in the primary newspapers, it will make the first step of an unwise policy, with all judges of good citizens will make up their minds to resist. It is the hope of the nation that the administration will not take a step which will lead to a new war.

FACTS ABOUT THE TITANIC, THE WORLD'S BIGGEST SHIP

Length, 523 ft.
Displacement, 52,310 tons.
Time required, 48,000.
Beam, 93 ft.
Depth, 45 ft.
Carrying capacity, 3,586 persons.
Crew, 900.
Average speed, 23 miles an hour.
The cost of the great ship was 10 million dollars and she is fitted up like a palace, with tennis courts, palm gardens, Turkish and electric baths, billiard room, and other amusements. This was her first voyage.

MEXICAN REBELS ROUTED WITH LOSS OF 400 MEN

Mexico City, April 15.—The victory of General Obregon's army over the rebels under General Carranza and Salazar has been confirmed by General Villa, who has received a dispatch from the rebels, in which they state that they have been routed near Pinar del Rio, and that the remainder of Carranza's and Salazar's army are now in flight, pursued by the rebels.

A light version of Carranza's and Salazar's defeat was reported by the rebels, who state that they have been routed near Pinar del Rio, and that the remainder of Carranza's and Salazar's army are now in flight, pursued by the rebels.

A political column, passed over President's desk and published in the primary newspapers, it will make the first step of an unwise policy, with all judges of good citizens will make up their minds to resist. It is the hope of the nation that the administration will not take a step which will lead to a new war.

PASSENGERS OF TITANIC REPRESENT VAST AMOUNT OF THE NATION'S WEALTH

John Jacob Astor and Bride, Alfred Vanderbilt, B. G. Guinness and George D. Widener Among Those on Board—Fatal Disaster Would Seriously Affect Business of the World.

New York, April 15.—(Wealth aggregated half a billion dollars is represented by the passengers on the Titanic. It is estimated that the world's wealth is about \$100,000,000,000. The Titanic's passengers represent about one-tenth of this amount. The passengers include John Jacob Astor and his bride, Alfred Vanderbilt, B. G. Guinness, and George D. Widener. The Titanic's passengers represent about one-tenth of this amount. The passengers include John Jacob Astor and his bride, Alfred Vanderbilt, B. G. Guinness, and George D. Widener.

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WORLD'S BIGGEST SHIP CRASHES INTO ICEBERG AT NIGHT

S. O. S. Wireless Signal of Distress Brings Many Other Liners in Great Race to Scene of Disaster.

STEAMERS CARPATHIA AND VIRGINIA FIRST THERE—TAKE ON PASSENGERS

New York Offices of White Star Line Receive Wireless Telling of Successful Transfer at Sea—Titanic Limping Toward Halifax, Kept Afloat by Watertight Compartments—1,300 Leave Stricken Titanic in Small Boats.

Special Cable to The Syracuse Herald.

Halifax, N. S., April 15.—Over more than the flash of the wireless "S. O. S." has averted a great sea tragedy. The Cunarder Carpathia, called by a neural flash asking for aid, rushed to the assistance of the giant liner Titanic in the darkness off Newfoundland and took off 1,300 passengers of that great vessel, which had struck an iceberg late last night on her maiden voyage to New York.

ALL SAFELY TRANSFERRED.

The passengers of the Titanic were taken off in small boats and transferred to the Carpathia without a single life being lost, according to advices received here this afternoon. About 600 were rescued at dawn and then there was a cessation for a few hours because of a heavy wind which suddenly arose. When this had subsided the rescue work was continued and the remainder of the passengers were saved.

SHIP LISTING DANGEROUSLY.

The air tight compartments and the powerful high pressure pumps on the liner prevented her entire hull from filling and enabled her to keep afloat despite the fact that she listed dangerously.

TWO OCEAN GREYHOUNDS REACH TITANIC TAKE PASSENGERS ABOARD FROM SMALL BOATS.

New York, April 15.—Vice President Franklin of the International Mercantile Marine company announced at 11:20 A. M. today the receipt of a wireless message from Captain Paddock of the liner Olympic, stating that the liners Duridan and Carpathia had already taken off twenty-five hundred of the passengers.

INDIAN CONVEYANCES UPHELD BY COURT

Washington, April 15.—The Supreme court of the United States decided that the Federal States could not limit suit in Oklahoma courts to set aside conveyances by full blood Chicanos, who have inherited by them, whether "homesteads" or "straw" lands. The decision confirms thousands of conveyances.

WHITE STAR LINE FACES BIG LOSS ON TITANIC

London, April 15.—A member of a prominent firm of underwriters who informed of the disaster to the Titanic stated that the White Star line would suffer a loss of about \$100,000,000. The Titanic's passengers represent about one-tenth of this amount. The passengers include John Jacob Astor and his bride, Alfred Vanderbilt, B. G. Guinness, and George D. Widener.

First News at 1 A. M.

The first word of the accident was received at 1:15 A. M. from the Titanic. The ship was listed at an angle of about 30 degrees. The Titanic's passengers represent about one-tenth of this amount. The passengers include John Jacob Astor and his bride, Alfred Vanderbilt, B. G. Guinness, and George D. Widener.

At Papezette, Syracuse.

Canastota, Umbagog and Fulton Steamship Lines... The Titanic's passengers represent about one-tenth of this amount. The passengers include John Jacob Astor and his bride, Alfred Vanderbilt, B. G. Guinness, and George D. Widener.

Image courtesy of Michael Pocock, www.maritimequest.com

New York, April 16.—The official announcement of the White Star line of positive news that there are 868 survivors of the Titanic on board the steamship Carpathia and the fact that only the names of 315 of those saved have been sent in by wireless, shows that there are 533 persons rescued from the Titanic whose names have not been received here. Col. Astor, Maj. Butt and many other noted men are not on the Carpathia.

1,341 GO DOWN WITH TITANIC

CARPATHIA, ONLY RESCUE SHIP, SAVES 868 PERSONS

CARPATHIA BRINGING SURVIVORS

Commander Will Arrive in New York City Thursday Night With Titanic Folk.

BEYOND WIRELESS REACH

Intense Interest Centers in Slow Approach of Rescue Ship With First Authentic Details of Great Tragedy—Carpathia's Wireless Plant Feels.

New York, April 16.—Intense interest centers in the gradual approach to New York of the Carpathia, bearing the survivors of the Titanic, reported to number 868. It is this ship which promises to bring the first authentic details of the great tragedy and the scenes which followed.

The Carpathia will be in New York about noon on Monday, April 16th. Her course is almost due west from the scene of the accident on New York. Her steaming capacity is 15 knots an hour, which covers the intervening distance in about 25 hours, making her due at Sandy Hook about 11 P. M. on Thursday night, the 16th.

Steaming the Carpathia will be within the wireless range of several stations along her course. Her wireless plant has a radius of about 150 miles according to the Circuit commission, although the U. S. government publication gave it as 125 miles. She will be south and west of Sable Island late today or tomorrow, at a distance of about 160 miles. This promises to bring her within direct wireless communication with Sable Island, the present communication is by wireless relay to the Orinoco and other intervening ships having a longer radius of wireless.

The Carpathia's course past brings her about 45 miles south of Nantuxet where she is due early Thursday. This brings her within easy range of the powerful wireless station of Sable Island, Nantuxet. She will then be 125 miles from New York. Through Thursday the Carpathia will be moving along the coast, more of Long Island, passing the wireless station at Sable Island Thursday morning and Fire Island later in the day.

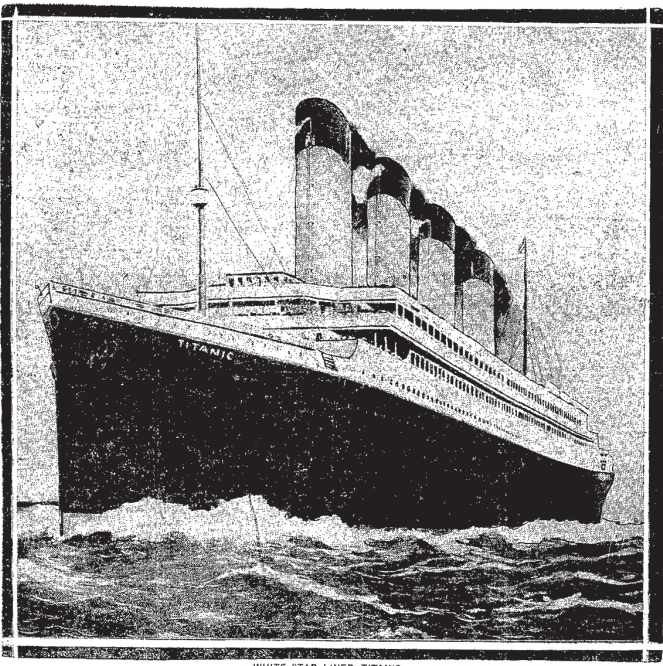
It will be at these various stages along the coast of the Carpathia, that chief dependence for details of the disaster and its survivors.

The ship which was near the scene of the disaster are now widely scattered and give but little hope of bringing definite information. The Carpathia has now received her course and is now likely to be heard from until she reaches the other side of the Atlantic.

The Carpathia is expected to arrive at New York on Thursday night, the 16th. She will be in touch with Sable Island today and her wireless range of 125 miles should soon clear up any additional information she may have. The California, which was reported in the vicinity of the wreck, is believed to have been and due there to-day unless delayed by the storm, which have just occurred. The Olympic, which was reported to have been in the vicinity of the wreck, will probably be delayed by the storm, which have just occurred. Other chance survivors may have been near the wreck, but their presence has not yet been reported.

Additional particulars concerning the wreck of the Titanic will be found on pages 3, 7, 9, 12 and 13.

WORLD'S BIGGEST SHIP WHICH WENT DOWN CAUSING THE LOSS OF HUNDREDS OF LIVES



WHITE STAR LINER, TITANIC.

AWFUL TRAGEDY SHOCKS WORLD

Little Doubt Remains That Ice-Strewn North Atlantic Has Swallowed Great Ship With Its Hundreds, Including Many of Nation's Wealthiest and Most Noted Men.

WILD SCENES OF GRIEF ASHORE

Most Terrible Marine Disaster of History Brings Universal Grief—The Liners Looked Upon as Possible Saviors of Missing Report Failure to Find Any Survivors.

The appalling magnitude of the wreck of the giant liner Titanic has been but little mitigated by the fragmentary information which has filtered in up to this afternoon.

The rescuing steamer Carpathia has 868 survivors on board, according to the latest news received at the offices of the White Star line in this city. This increases the list of saved by about 200 from the number first reported.

But except for this, the favorable details are insignificant compared with the supreme fact that the Titanic is at the bottom of the Atlantic and that the shattered wreck took with her 1,341 victims to their death.

First reports giving the total survivors at 523 were varied by more favorable news every twelve hours from Captain Pearson of the Carpathia, who gave the number at about 868, and later by the positive announcement of the White Star line that there are 868 survivors of the Titanic on board the Carpathia.

With these recent figures there remain 1,341 persons who were aboard the Titanic, passengers and crew, who are today unaccounted for and apparently lost.

LAST HOPES VANISHED.

News—Some reports this morning to the effect that the steamers Virginian and Parisian of the Allan line may have picked up survivors in addition to those on board the Carpathia. This was positively dispelled at 11 o'clock when the Sable Island wireless station reported that the Carpathia had no survivors on board, and that the offices of the Allan line in Montreal issued a statement that the Captain of the Virginian had sent his wireless message saying he "had arrived at the scene of disaster too late to be of service."

Both the Virginian and the Parisian therefore appear to hold out no hope for further reducing the extent of the calamity. The Virginian has proceeded on her way for Europe.

The Carpathia, having on board the only survivors, accounted for, is coming to slowly to New York. All hope for details of the tragedy and its extent are centered on this ship. She will be in wireless communication with Sable Island to-night, with Nantuxet on Thursday, and she will reach New York some time Thursday night.

GREAT CITIES GRIEF STRICKEN.

London, Paris and New York are grief stricken and overwhelmed by the news of the disaster. Tens of thousands of relatives and friends of passengers on board the Titanic thronged the steamship offices in all three cities, waiting here after hours for news that more often than not when it does come means bereavement and sorrow.

As far as the lists of survivors as the Carpathia were received by wire, they were scanned by anxious men and women; if the number counted were not there the assumption was that death had come.

People in Paris and London went to bed last night in the belief that all the passengers on board the Titanic had been saved. This morning brought them the appalling truth.

WOMEN AND CHILDREN SAVED

Of the survivors on board the Carpathia by far the larger proportion are women and children.

Many men of great prominence on the continent are among the missing. No word has been received of Col. John Jacob Astor; his wife, however, has been saved. Alfred G. Vanderbilt was on board the Titanic as first reported; he is in London.

Vice President Franklin of the International Mercantile Marine said this afternoon that the company was holding back no information, and that the steamship Carpathia was now standing off Cape Race, playing the names of passengers on the Carpathia to the wireless station at Cape Race.

HOPE FOR MISSING HOST GROWS DIM

Wireless messages received early this afternoon in New York make it appear that no more than 868 of the Titanic's passengers were saved. These are on the Carpathia.

Flashes from the Virginian and Parisian, which it was hoped had picked up survivors of the awful sea tragedy, intimate that these ships found no survivors.

Virginian Came Too Late.

Montreal, April 16.—The Allan line has issued the following statement: "We are in receipt of a message from Cape Race from Captain Campbell of the Virginian stating that he arrived at the scene of the disaster too late to be of service and is proceeding on his voyage to Liverpool."

Hopeless Report Received.

New York, April 16.—Two messages received shortly after 10 o'clock this morning by the Street Wireless Telegraph company from the company's New York office at Montreal, which will not interfere with OGD Patten's list of lost vessels.

AMONG THE PROMINENT PERSONS WHO WERE SAVED WERE:

- Mrs. JOHN JACOB ASTOR.
- CONSTANCE DE BOTTRELL.
- Miss JOSEPHINE BROWN.
- LADY PEPPERCORN.
- Mrs. AND Mrs. FREDERICK M. LUTY.
- J. HENRIE BENTLEY.
- W. M. HAYES, president Grand Turk railroad.

Parisian reports via Sable Island that she has no survivors. From the ship she has information from the Titanic on board with the Sable Island wireless station.

Seventy-nine Men Among Rescued.

New York, April 16.—Of the 868 persons rescued from the Titanic, 79 were men, 62 men and 6 children, of the 135 rescued other passengers.

Was With Mexico Immigrant.

President Tilt's ultimatum to Mexico is viewed by diplomats as a long journey toward an open conflict with the Mexican government. No matter what course, casual opinion will favor upon Mexico and Mexico will be a serious situation. The United States will be a serious situation. The United States will be a serious situation.

None on the Parisian.

Halifax, April 16.—The Allan line has issued the following statement: "We are in receipt of a message from Cape Race from Captain Campbell of the Parisian stating that he arrived at the scene of the disaster too late to be of service and is proceeding on his voyage to Liverpool."

New York, April 17--The sinister mystery of the Titanic was deepened to-day by vague reports that there are not as many as 868 survivors on the Carpathia—that 2,000 were drowned, and that the Carpathia, creeping in silent mourning toward port, will bear a tale horrible beyond belief.

Far Beyond and Visibility—Rain or snow to-night and Thursday morning, probably followed by clearing.

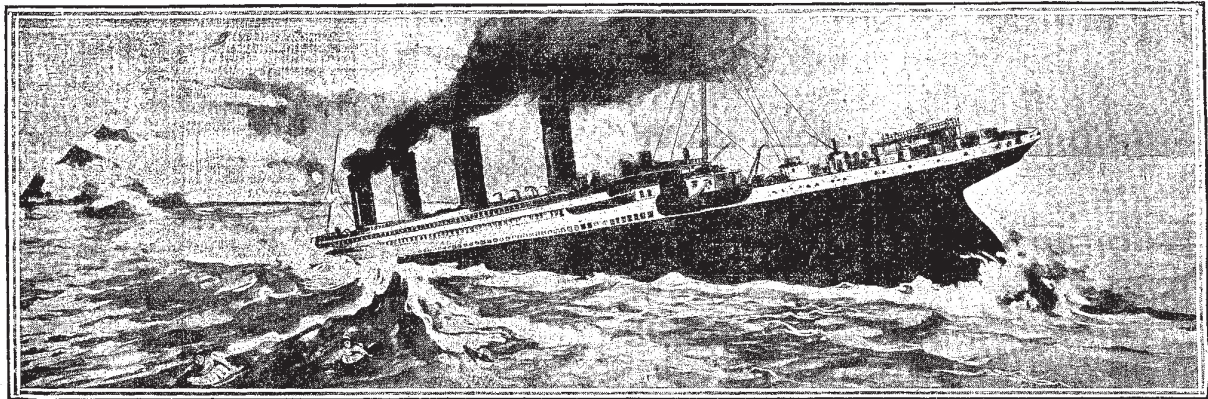
THE SYRACUSE HERALD.

5 The Herald is Read in 24,000 Homes Within Six Miles of the Herald Office.

PRICE TWO CENTS VOL. 36, NO. 10,965. SYRACUSE, N. Y., WEDNESDAY EVENING, APRIL 17, 1912. —TWENTY-TWO PAGES. SYRACUSE AT OR BEFORE 5 P. M. ON SALE EVERYWHERE IN N. Y.

TITANIC DEATH LIST GROWS

LINER TITANIC SINKING AFTER FATAL COLLISION WITH ICEBERG



ONLY 705 ARE ON CARPATHIA

Latest Wireless Message From Cunard Confirms the News That the Disaster Is Greater Than First Reported.

New York, April 17.—Fears that the Titanic disaster would be even greater than the wireless dispatches of the past twenty-four hours have indicated were practically confirmed this afternoon when the Cunard line received the following dispatch from Wyndfield Thompson of the Boston Globe, who is a passenger on the steamship Franconia:

"Steamer Franconia established communication with Carpathia at 8:10 A. M. New York time. Latter was then 38 miles east of Ambrose Channel. In need of assistance, steaming full speed. Request to reach New York late Thursday evening. This total of 708 survivors aboard. Franconia is retaining personal passengers from the Carpathia to Boston, Mass."

TWENTY PERISH IN ARKANSAS FLOODS

The Situation Becomes Worse Hourly—Families Are Living in Trees.

Memphis, Tenn., April 17.—Twenty people were drowned in the floods in Chicot county, Ark., according to reports received by the government engineers here to-day. A rescue party from Greenville, Miss., has recovered the bodies of six victims according to the reports here. Hundreds of families are living in trees. Tallahassee, Ark., is under thirty feet of water and several houses in the village. It is expected will be washed away.

Washington, April 17.—Arriving at Memphis received to-day by the United States Public Health and Marine service food conditions have become extremely acute and are threatening the federal quarantining station which guards New Orleans. The dispatch states that levees are being broken up above the station and that a complete telegraphic communication may be cut off at any time.

500 canners were sent from New York to-day for food factory for Kansas Keweenaw and next week.

U. S. GOVERNMENT TO SUMMON PASSENGERS OF TITANIC IN STERN PROBE OF TRAGEDY

Washington, April 17.—Survivors of the Titanic disaster will be summoned to Washington to tell committees of Congress the facts concerning the liability of the steamship officials to save the lives of all the passengers on the giant liner.

A resolution will be introduced in the Senate to direct the commerce committee or a subcommittee to make a thorough probe of the Titanic tragedy and to empower the committee to summon witnesses and take the necessary steps.

CRUISER GETS OFFICIAL WORD FROM CARPATHIA

Washington, April 17.—The cruiser Chester won a thrilling report from the Carpathia, which is carrying the Titanic survivors to New York.

The report sent to the navy department has been sent to shore. The Chester will relay list of third class passengers to the Carpathia.

The report sent to the navy department has been sent to shore. The Chester will relay list of third class passengers to the Carpathia.

The message is taken to mean that the list transmitted for the Titanic from the Carpathia through the Olympic and then through the Chester, contains the names of all the first and second class passengers.

Washington Market, 1912-13. James D. ... Tuesday and Friday Specials. Large stock fresh fish. ... Beef steak ... 10c ... Pork chops ... 10c ... Butter ... 10c ... Eggs ... 10c ...

HUNDRED COFFINS TAKEN TO SCENE OF TITANIC WRECK

Cable Ship Chartered by the White Star Line as a Mid-ocean Morgue.

Halifax, N. S., April 17.—The cable ship Minto, which was chartered by the White Star line to go to the scene of the Titanic disaster, was being loaded to-day preparatory to departure. In the hope that coffin holes may be picked up, 100 coffins are being included in the cargo and several undertakers and embalmers will go along.

The cable ship Minto, which was chartered by the White Star line to go to the scene of the Titanic disaster, was being loaded to-day preparatory to departure.

The cable ship Minto, which was chartered by the White Star line to go to the scene of the Titanic disaster, was being loaded to-day preparatory to departure.

CARPATHIA LOCATED BY WIRELESS MESSAGE

New York, April 17.—The White Star line made public this morning the following unsigned message from the Carpathia, probably relayed to New York:

OVER 2,000 LOST, STRANGE MESSAGE FROM CARPATHIA

New York, April 17.—The following message was received here to-day from the wireless station at Campden, N. S., via Halifax: "We are now in communication with the Carpathia and in a position to announce officially that the Titanic struck an enormous iceberg and sank. Over 2,000 lost. Seven hundred survivors, mostly women, on the Carpathia. MAERSTON."

This message had evidently been detected in transmission. It came from the same source which was responsible for a belated report yesterday that the Titanic had not sunk, but was either making her way or being towed toward Halifax.

The Marconi station reports that the Titanic had not sunk, but was either making her way or being towed toward Halifax.

TWO WOMEN WELL KNOWN IN SYRACUSE ARE AMONG MISSING IN SEA

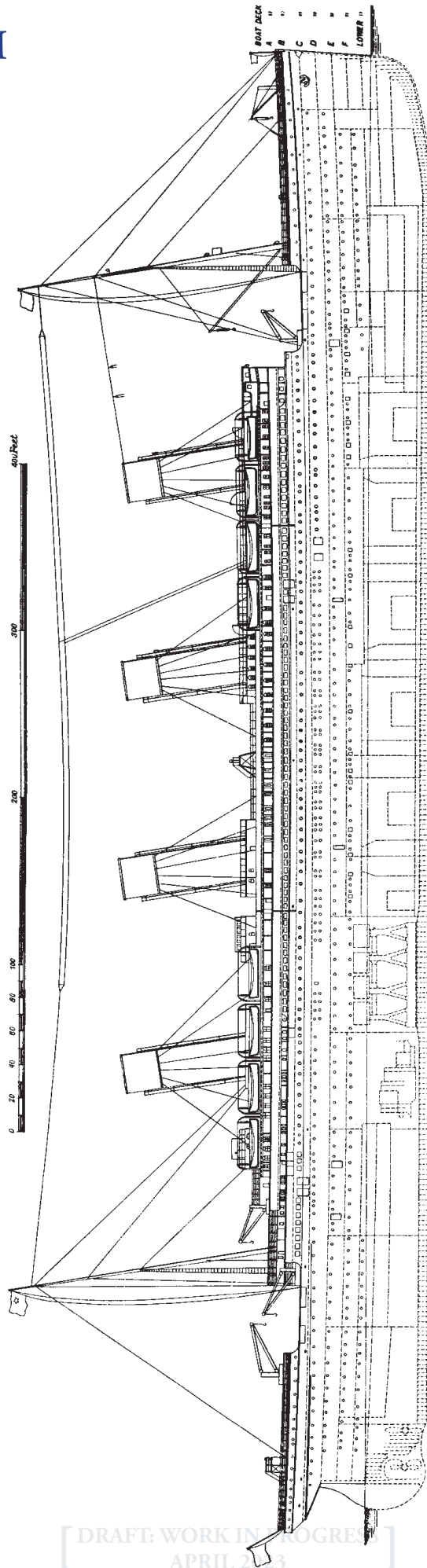
Among the passengers on the Titanic were two women who are well known in this city, Mrs. Walter H. Stephenson of Philadelphia, Pa., and Mrs. E. S. Rankin of Brooklyn, N. Y. Mrs. Rankin is the wife of the late John Rankin of this city and has been in the city for several years.

These bodies will be brought to Boston by the California tomorrow. There is no information as to the recognition of the bodies recovered.

Published by J. E. Gorman at Gorman's—111

Image courtesy of Michael Pocock, www.maritimequest.com

5. SHIP DIAGRAM



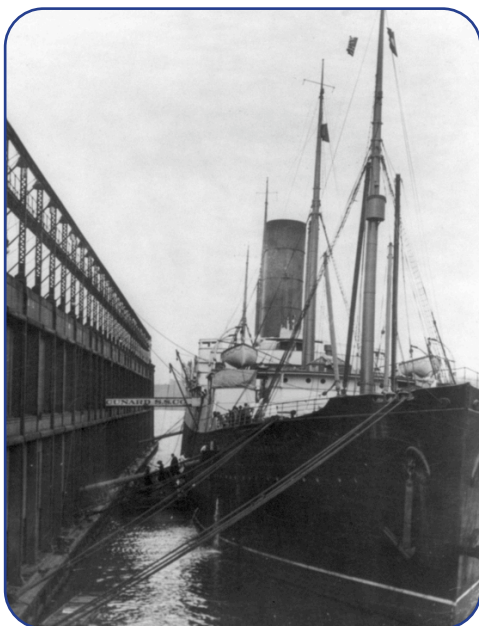
6. EPILOGUE: *CARPATHIA*

Carpathia's Launch and Accommodations

The RMS *Carpathia* was a transatlantic passenger steamship owned by the Cunard Line. It was built by C.S. Swan and Hunter Ltd. at their Wallsend Shipyard at Newcastle-upon-Tyne in England. Construction began in September 1901, and she launched in August of the next year. By April of 1903, she was ready to begin her journey down the River Tyne towards her sea trials in the North Sea.

Unlike *Titanic*, *Carpathia* was not a luxury liner built to please the wealthy passengers. *Carpathia* was more of an intermediate-sized workhorse, a basic but durable ship intended for mostly second- and third-class passengers. *Carpathia* was also designed to carry cargo, including chilled beef from the U.S. kept in refrigerated compartments as well as mail to and from America.

Though *Carpathia* was built for passengers with moderate to low incomes, she still provided a class of service rarely found for travelers of that status. For example, though the majority of *Carpathia's* third-class passengers stayed in dormitory-style areas, nearly 500 could book two-, four-, or six-berth cabins. It was in the common areas that *Carpathia* outshone most previous ships of her kind. The second-class public rooms included a spacious ladies room and library as well as a gentleman's smoking room; the third-class public rooms included a wood-paneled dining saloon, a large smoking room, a ladies sitting room, a bar, and a covered promenade.



Carpathia at dock in New York.

The Rescue

At 12:35 a.m. on April 15, Harold Cottam, *Carpathia's* wireless operator, informed Captain Henry Rostron that an urgent distress signal had just been received from *Titanic*. Cottam's shift had already ended, but he was waiting for another ship (the *Parisian*) to reply to an earlier message. Cottam kept his headphones on as he removed his jacket and prepared to turn in for the night. It was then Cottam received the message, "Come at once. It is a distress message; CQD"

Captain Rostron immediately began preparing *Carpathia* to help the stricken vessel. An extra shift of stokers was called to duty to "make all possible speed to the *Titanic*." Since Rostron knew *Titanic* had struck an iceberg, he doubled *Carpathia's* lookouts. The ship's three doctors set up *Carpathia's* dining halls as triage areas. The officer's cabins, including Rostron's, were prepared to accommodate the survivors. All hands were called on deck.

Within two hours of hearing of *Titanic's* first distress signal, *Carpathia* entered an ice field. "Between 2:45 and 4 o'clock, the time I stopped my engines, we were passing icebergs on every side and making them ahead and having to alter our course several times to clear the bergs," said Rostron at the U.S. Senate's *Titanic* investigation. This slowed *Carpathia's* path to *Titanic*—"I had to take extra care and every precaution to keep clear of anything that might look like ice," reported Rostron, who had over 1,000 people on board his own ship to be worried about. The 58-mile journey ended up taking about three-and-a-half hours to complete. At 4 a.m., the first of *Titanic's* lifeboats was spotted. Rostron brought his ship alongside it, and began bringing survivors on board.

Minutes later, Rostron saw the remaining lifeboats bobbing in the frigid ocean waters within a four-mile radius of *Carpathia*. He recalled something else as well: "I also saw icebergs all around me. There were about 20 icebergs that would be anywhere from 150 to 200 feet high and numerous smaller bergs." Rostron successfully maneuvered *Carpathia* around the dangerous icebergs. By 8:30 a.m. the *Carpathia* reached every lifeboat and all survivors were on board. In total, 712 people survived the *Titanic* disaster. Three people taken aboard *Carpathia* had already died of exposure and another man died shortly after rescue. A service was held for the four dead men at 4 p.m. that day, and they were buried at sea.

On Board *Carpathia*, the Ship of Widows

The mood on board *Carpathia* was a mixture of relief and grief—relief at having been rescued from the frigid waters of the Atlantic and grief for the loss of husbands, wives, and children who had not been so lucky. Ohio resident Mary Wick, who lost her husband George in the sinking, summed up the mood in an interview she gave to the *Cleveland Plain Dealer* five days after the disaster: “It seemed ages before we were picked up by the *Carpathia*—the ship of widows... the scenes of grief were terrible...oh it was so ghastly.”

Only four of the rescued wives aboard *Carpathia* reunited with their husbands. Those not so fortunate tried to console each other. Groups of dozens of women gathered in the ship’s dining saloons, weeping and holding one another. The mood aboard *Carpathia* was not helped by the weather. A heavy storm struck the day after rescue and continued for three days; a blanket of fog formed in the middle of the storm and slowed the ship’s pace considerably.



Titanic survivors on *Carpathia*’s deck.

The crew and passengers of *Carpathia* made every effort to comfort the survivors. Most of the crew had already given up their accommodations. Soon *Carpathia*’s own passengers relinquished their berths and donated clothing to the many who had left *Titanic* with little more than the bare essentials on their backs. “They have been most kind to us,” wrote Elizabeth Nye on the back of a piece of paper torn from the *Carpathia*’s wireless log book. “The ship is of course filled with its own passengers but they found places for all of us to sleep—but none of us slept well after going through such a nightmare.” Mrs. Nye became a widow at age 29.

Arrival in New York



Crowds wait for the rescue ship on the docks in New York.

After picking up *Titanic*’s survivors, Captain Rostron ordered that *Carpathia* sail directly to New York. Halifax was closer, but would have meant navigating through more ice. Three days later, at just past 9:30 p.m. on April 18, *Carpathia* docked at Cunard’s Pier 54 at Fourteenth Street. *Carpathia* was followed by small boats full of reporters and photographers, who shouted questions at survivors through megaphones and whose flashes illuminated the crowded decks of the ship as it sailed into the harbor. A crowd of 10,000 people gathered at the Battery to get the first glimpse of the rescue ship.

Nearly 30,000 assembled in the rain-soaked streets around the dock, choking off traffic for blocks. Doctors and nurses from every hospital in the city stood on the pier. Ambulances idled, ready to ferry survivors to area hospitals. The first *Titanic* survivor to walk down *Carpathia*’s gangplank toward the hushed, anxious crowd was a woman in a dress, “Obviously patched up from contributions of the *Carpathia*’s passengers, her face red from weeping...she started down the gangplank, stopped, perplexed, almost ready to drop with terror and exhaustion” according to a *New York Times* reporter on the scene. For over two hours survivors streamed down the gangplank to the pier. The last of them made the trek just after midnight—four small children who had taken ill on *Carpathia*.



After their rescue by *Carpathia* and arrival in New York City, *Titanic* crew members receive dry clothes. *New York Times*



Carpathia's officers.



Captain Arthur H. Rostron of *Carpathia*.

***Titanic* Passengers Thank Captain Rostron**

On May 29, 1912, the *Titanic* Survivors' Committee honored the captain and crew of *Carpathia* in a ceremony held in the ship's first-class dining saloon. The *Carpathia* was making its first return to New York since delivering *Titanic's* survivors just over a month earlier.

The Survivors' Committee, chaired by survivor Fredric Seward, presented Captain Arthur Rostron and his officers and crew with gold, silver, and bronze medals. They also gave Captain Rostron a silver loving cup as a symbol of their gratitude to the man who had navigated dangerous waters deep in the night to come to their rescue. The 15-inch silver cup bore the following inscription:

Presented to Captain A.H. Rostron, R.N.R., commander of the R.M.S Carpathia. In grateful recognition and appreciation of his heroism and efficient service in the rescue of the survivors of the Titanic on April 15, 1912, and of the generous and sympathetic treatment he accorded us on his ship.

Other members of the Survivors' Committee in attendance besides Mr. Seward were Karl Behr, Margaret "Molly" Brown—who handed the loving cup to Captain Rostron—Isaac Frauenthal, George Harder, Frederic Spedden, and Mauritz Björnström-Steffansson. The group had formed while still on board *Carpathia* just two days after their rescue.

“All I can say is that, first, I tried to do my duty as a sailor; second, I tried to do it toward suffering humanity. But I will not take the credit for the achievement of that night when we went to the aid of the people of the *Titanic*. I do not deserve this credit. My crew does deserve it, and to them I want to give my heartfelt thanks for their loyalty, valor, and fidelity to the trust that was imposed. I cannot think of them too highly for they have brought this honor to me and to themselves, and I feel humbly proud of what has been done for me through their valor.”

—ARTHUR ROSTRON,
Captain of the *Carpathia*

“The eyes of the world are upon you and were upon you when you came to us on the open ocean, when we saw the *Carpathia* coming to us out of the dawn, and to all of you we wish to give our heartfelt thanks. For your hospitality, for your devotion, for your unselfishness, and for all that was done for us we never can be adequately grateful, and as a slight token of that appreciation we wish you to accept the medals that we have had struck for every man and woman of this ship.”

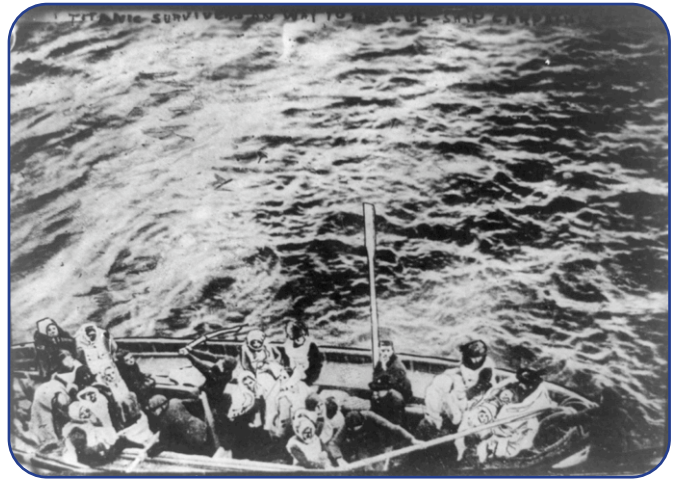
—FREDERIC SEWARD,
First-class *Titanic* passenger and survivor

The Fate of *Carpathia*

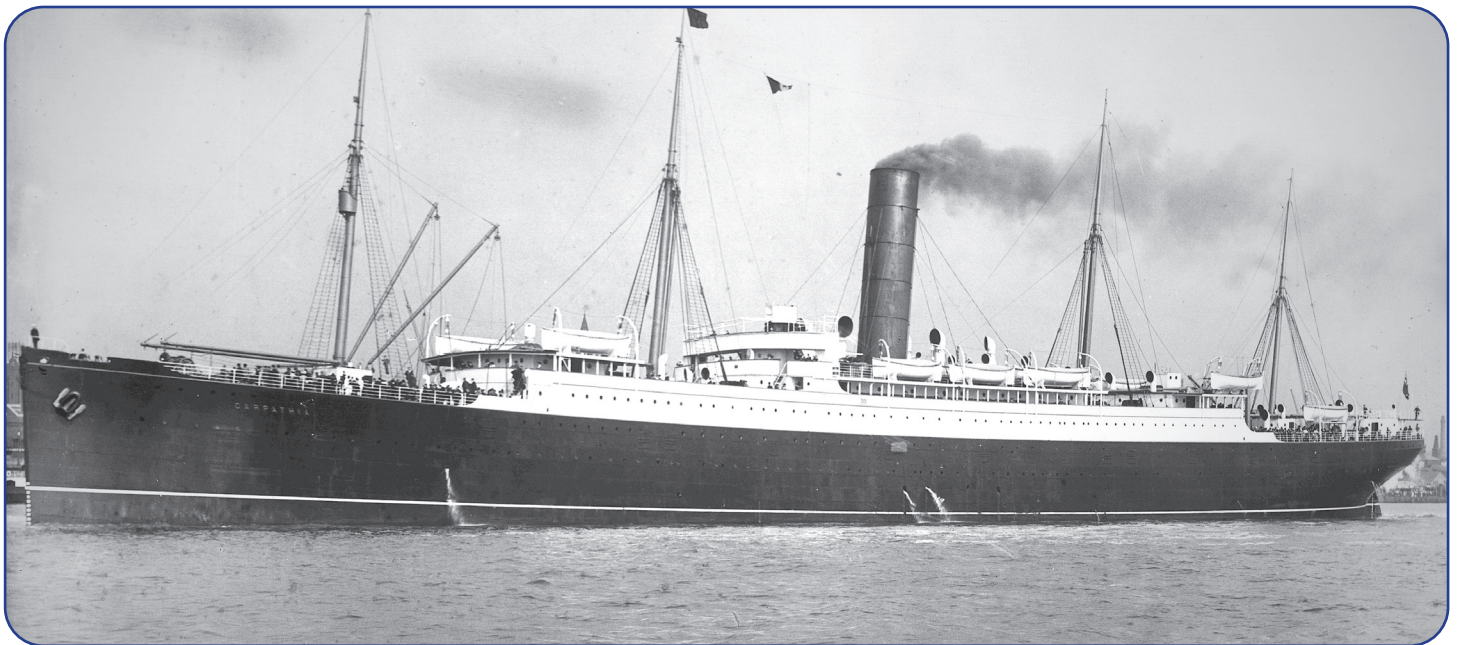
Just over six years after *Titanic* sank, the *Carpathia* joined her at the bottom of the sea. On July 17, 1918, as World War I raged, *Carpathia* steamed toward New York from Liverpool, England. She was part of a convoy of ships made necessary by the dangerous German U-boats patrolling the waters off Britain. *Carpathia*'s convoy, passing by the east coast of Ireland, was followed by the German submarine U-55, captained by Wilhelm Werner. There were three lines of ships in the group; in the center of the middle column, Werner spotted the *Carpathia*.

The U-55 fired three torpedoes at *Carpathia*, hitting her each time. Two of the torpedoes struck the engine room towards the middle of the ship, killing five crew members; the other struck *Carpathia*'s forward section. Captain William Prothero of the *Carpathia* knew his ship was doomed, and had all hands abandon ship. Of the 280 passengers and crew on board, 275 survived. They were picked up by a minesweeper, the HMS *Snowdrop*. *Carpathia* disappeared beneath the sea two-and-a-half hours after the attack.

The wreck of *Carpathia* lay in over 500 feet of water off the east coast of Ireland for 81 years before she was discovered by a team from the National Underwater and Marine Agency founded by American author Clive Cussler.



Titanic survivors arrive at the rescue ship, *Carpathia*



Carpathia.

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