Life in 1912

by ALookThruTime
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Have you ever thought about what life was like 100 years ago? Life has changed considerably in the last 100 years! Today we have numerous forms of entertainment from television, radio, internet, MP3 players, Wii’s, Blackberry’s, Kindles, and a number of other gadgets that keep us entertained. A hundred years ago none of these items even existed. Imagine if you went back in time to 1912. What would you do for fun?

**Music**—today we can turn the radio on and have a number of stations playing a large variety of music. In 1912 if you wanted to hear music it was usually live. You could hear a band that might be in your area, your sister that played the piano, or player pianos which were popular at the time. Sheet music was very popular and the way to get a song into the hands of the general public. Irving Berlin’s *Alexander’s Ragtime Band* was popular and made him a household name. Other songs of the time were *In the Garden*, *When Irish Eyes Were Smiling*, *Be My Little Baby Bumble Bee*, and *It’s a Long Way to Tipperary*.

**Books**—books were very popular but they were not as easily available as they are today. Arthur Conan Doyle (author of the Sherlock Holmes series) was a popular author of that day. Several popular books that were published in 1912 are *Daddy Long Legs* (later made into a movie with Fred Astaire), *Tarzan of the Apes*, *Chronicles of Avonlea*, *Robin Hood*, and *The Jewel of Seven Stars* by Bram Stoker.

**Movies**—movies did not exist as we know them today. They were considerably shorter usually lasting in length 15-20 minutes (although some were longer). This was in the days before sound and if music was put to the film it was because the theatre paid a musician to play the piano as the reel played. The film industry was growing and exploring during this time. George Melies was just one popular actor of that age. The film Hugo chronicles his success and failures during this time. A couple of movies in 1912 showing were *The Knight of the Snows*, *The Glass Slipper*, and *The Ghost of Sulpher Mountain*.
**Dances**—dances were very popular and it was a great way to see your friends. Music was provided by local musicians that would entertain the group.

**Church Gatherings**—churches would hold socials or gatherings. Many churches during this time did not approve of dancing {I’ve seen church records where members were kicked out for dancing}. They may have had a potluck meal, storyteller to regale them, music from local entertainers or possibly a hayride in the fall.

**Games**—they did not have Nintendo or even all the board games we have today. Games then might include a game of horseshoes, marbles, checkers, jacks or chess.

These are just some of the ways that people spent their spare time a hundred years ago. Many worked hard on the farms or in the mill and had little time for extracurricular pursuits. While our society has technically advanced in the last hundred years, many of their pursuits are not that different from how we spend our time today.
Transportation in 1912

Today, it is easy to get in our cars and go wherever we want. Depending on traffic and our destination we can often be there within minutes to hours. A century ago only the very rich had a vehicle. If you lived in a rural area, you were more likely to walk or take a horse and buggy into town. Let’s take a look at some of the modes of transportation commonly used a century ago.

1. Walking—it was very common for people to walk. It cost nothing and you just need to go {as long as you’re physically able}. Children walked to school, mother’s walked to the store and to visit with neighbors. Towns were often in clusters and the people lived close by. If you lived in town you didn’t have far to go, and many of those that lived on the outskirts of town were only a mile or two away.

2. Horse and buggy—horse and buggy were still one of the common forms of transportation. A man could easily saddle up and head to town. If he was taking the family with him, he would hitch the horses to a buggy. If you wanted to visit a nearby town or haul materials nearby, the horse and buggy was the perfect means of transportation.

3. Bicycles—bicycles were also another form of transportation that was available at this time. You most likely found them more in large cities. In the smaller, Southern towns where many worked in the mills they were not able to afford a bicycle.
4. *Cars*—1912 was the last year the high-wheel motor buggy was in its heyday. It resembled the horse and buggy of the previous century. It was quickly replaced by the Ford Model T. These early vehicles had a pedal based control system. Ford produced 22% of the cars during this decade, with a rate of 26,000 per month. Only the rich were usually able to afford to own a vehicle of their own.

5. *Ships*—ships were the common way to travel across the ocean. The most popular ship of 1912 was the *Titanic*. Many of the aristocrats were using it to return home from their travels abroad in Europe. However, most of those in third class were emigrating to the United States or Canada to start over and have a new life. Times were often hard in their homeland and they longed to make a better life for themselves and their children. The *Titanic* and her sister ship, *Olympic*, were the top of the line in luxury ships. Some said the accommodations in third class were as nice as second class and even first class on other ships. Ship travel was popular for both the traveling rich and the poor emigrant looking to improve his/her circumstances.

6. *Railroad*—by the turn of the twentieth century the railroad had spread across the country. Many used this as a means of transportation across the country. My great-grandfather used it to move his growing family from Tennessee to South Carolina in 1905. For many years he used it to travel back and forth to visit with family. On one such trip he was talking with the man sitting beside him, only to discover the man was his brother he’d not seen in over thirty years. His brother came out each year after this to visit by using the railway.

We take the ease of transportation for granted today. Many of these modes were in their infancy a century ago. Other current standard modes, such as flying, were only accomplished by
the birds. Some of these means of transportation have changed over the last decade. Today we walk, horseback ride and bike for exercise and enjoyment. A cruise or railroad journey are a luxury we indulge ourselves with. The horse and buggy are a thing of the past. If things have changed this much in the past century, what will transportation be like 100 years from now?
Answering the Call of Nature in 1912

We’re spoiled today. We’re use to indoor plumbing. If the bathroom is not to our liking, we complain and wait until we find the next one. In 1912, indoor plumbing was almost completely unheard of.

So how did they take care of their personal needs?

1. *Water closets*—these were a primitive version of the modern day bathroom. Most only had a toilet. They did not flush and someone would have to empty the chamber on a regular basis to keep it from smelling. How would you like that job?

2. *Outhouse*—these were still very common, especially upon the poor. Regardless of the time of day or the weather when nature called, out to the outhouse you’d trod. Outhouses could have one hole or two holes. It was like stepping into a large cabinet or closet to do your business. My grandmother remembers going out to the outhouse until sometime in her teen years, around the beginning of WWII. She shared with me that a man would come around each week and empty the cans that held the waste.

3. *Chamber pot*—a chamber pot was often a bowl or pot that was used. It was a lot easier to have on hand in the middle of the night or on a cold, winter day. These had to be emptied on a regular basis. My mother remembers her grandmother keeping one by her bedside in the mid-20th Century. Today they have been redesigned as a bed pan for the ill and invalids.
4. Slop jar—used very similarly to the chamber pot. It was just a large jar instead.

So the next time nature calls, remember how much you have to be thankful for that you don’t have to run outside in

*Slop jar*
What did they use for Toilet Paper in 1912?

We recently talked about answering the call of nature a century ago. However, there was much more to tending to these grooming habits than just going. Let’s take a quick look:

1. Toilet paper as we know it today did not exist. So what did they use? This is where the ultimate bathroom reading material began. Magazine and newspapers were kept nearby to clean up with once finished. I’ve often heard about family members using the Sears Catalogue for such needs. The Farmer’s Almanac actually punched a hole in it. This was allow it to be hung up in the outhouse for such needs.

2. Some of the very poor may have kept strips of cloth to use. Unfortunately, these items would later have to be cleaned and sanitized for reuse. The really poor may have had nothing more than there hand to use. I recently read that in India the left hand was used, but in Africa the white hand. This is because the opposite hand was used for greeting others. Imagine how offended the other person would become if you offered the wrong hand.

3. Many other items were used such as grass, water, moss, hay, seashells, wood shavings, and a sponge. These were varied based on the person, region they lived, and economic status to name just a few. For example, in Hawaii they used coconut husks.

4. The toilet could not just be flushed, so someone had to clean these systems out. A hole had to be dug, someone had to collect the waste, or a way had to be found to dispose of the remains. These are just a few ways people of the past took care of this issue. My grandmother remembers the man that came around to “collect” the bucket that was used as the septic system.

5. What about the smell? My grandmother has told me that they used lime. When leaving the outhouse a person would sprinkle a scoop of lime over the contents. I’d think that if it did not have to be used again right away, keeping the door open might help with the smell.
Another reminder of how much we have to be thankful for and the way times have changed. What would you
Facts about life in 1912 and 2012

I found some facts about 1910-1920 that are very interesting. They give us a look back to what life was like 100 years ago.

FACTS about 1910-1920:
• Population: 92,407,000
• Life Expectancy: Male 48.4 Female: 51.8
• Average Salary $750 / year
• The Ziegfeld girls earns $75/week.
• Unemployed 2,150,000
• National Debt: $1.15 billion
• Union Membership: 2.1 million Strikes 1,204
• Attendance: Movies 30 million per week
• Lynchings: 76
• Divorce: 1/1000
• Vacation: 12 day cruise $60
• Whiskey $3.50 / gallon, Milk $.32 / gallon
• Speeds make automobile safety an issue
• 25,000 performers tour 4,000 U.S. theaters

How does this compare with life today?
• Population: 312,780,968 in the United States
• Life Expectancy: Male 75.6; Female: 80.8
• Average Salary $50, 233 / year
• Movie star earns $1.5 to $3million {depends on many variables}
• Unemployed 8.3%
• National Debt: over $15 trillion
• Attendance: Movies 1470 million per week
• Divorce: 41.8%
• Vacation: 12 day cruise $4-15k {depends on many variables}
• Gas $3.89 / gallon, Milk $3.39 / gallon

*Statistics are According to the United States Census Bureau

What changes are for the better? What changes are for the worse?
**Schools in 1912**

Schools were a lot different in 1912 than today. In the rural areas there was still only one teacher many times that taught all of the grades in a single room building. In larger areas a student may have a teacher for two or three grades before moving on to another teacher for the couple of grades.

Teachers were a lot stricter than they are today. It was common practice for mischievous student to be paddled, stand in the corner, have additional assignments or stay after school to write on the board.

![Single Room School](image1)

Today we hear a lot about extra curriculum activities. Things such as art, music and dance were learned in the home or from a neighbor.

Children often enjoyed plenty of exercise, but not as a physical education class. From a very young age they were assigned chores. In rural areas, farming and mill textile work were very prevalent. Children often left school to help the family earn a living from a young age.

![Early classroom](image2)

My great-grandmother only had a fifth grade education. She came from a large family, and went to work in the mill to help support them. This was in the days before there were child labor laws, although President Taft did pass the Children’s Bureau Law in 1912.

Middle and upper classes often stayed in school longer than their counterparts. It was only the brightest and most ambitious of students that continued on to college.

![One room school in 1915](image3)
**Roads in 1912**

When I’d drive my Grandfather down Buncombe Road in Greenville, SC he would reminisce about how much had things had changed in his lifetime. I loved to hear him talk about the roads through there and how different they were today. When he was a little boy growing up they were still mainly dirt roads. I wish now that I’d had the foresight to right down or record those memoires, but alas they’re lost.

![Old dirt road](image1)

Today we are so accustomed to paved roads that are interconnected with one another. A hundred years ago that was not the case. Some of the larger cities did have paved roads but “less than ten percent of rural roads had any kind of improved surface.”

So what were the roads made of a hundred years ago? They were made of gravel, mud, brick, shells and oil. Imagine trying to travel when there had been a lot of rain and becoming stuck in the deep, red mud. Yuck! What a mess.

![Gravel road](image2)

Some medium to large systems had trolleys to take you from one destination to another. If you wanted to travel to another city or cross country the train was the best source at that time.

In the summer of 1919, the United States military decided to take a convoy across country from Washington, DC to San Francisco. One of the reasons was to apparently “highlight the inadequacy of the nation’s roads.” Apparently they were only able to travel six miles an hour and it took them sixty-two days to reach their destination.

![Horse pull stuck car out](image3)
Most roads were not paved until the 1930s and the interstate system did not begin construction until 1956.

So the next time the road is a little bumpy, we have to swerve to avoid a pothole or we’re on a private gravel road let’s remember how much we have to be thankful for. At least we don’t have to worry about getting stuck in the mud while it’s raining or traveling six miles an hour.
Life Events in 1912

Today we are inundated with celebrity news at every turn. Let’s take a look at births {of future stars}, deaths and marriages in 1912.

1912 Famous Births

May 11--Phil Silvers comedian
June 19--Jerry Jerome lyricist
August 23--Gene Kelly actor
Nov 14--Barbara Hutton Woolworth heiress
Nov 21--Eleanor Powell actress
Nov 22--Doris Duke multi-millionaire

1912 Famous Deaths that would have been in the headlines

Mar 30--Karl May German writer of Westerns
April 12--Clara Barton organized Red Cross
April 15--John Jacob Astor IV billionaire {Titanic}
April 15--Isidor Strauss owner of Macy’s {Titanic}
April 20--Bram Stoker writer {Dracula}
May 14--Frederic VIII King of Denmark
July 17—Dorothy Goetz Berlin bride of Irving Berlin {composer}
Aug 22--Pope Gregory IX
Sept 5--Arthur MacArthur, Jr US Army General
Dec 7--George Darwin theorist, astronomer and mathematician
1912 Marriages in the headlines

Feb-- Irving Berlin and Dorothy Goetz (she died 6 months later of typhoid fever)
Aug 10-- Leonard and Virginia (Stephen) Woolf

Composer Irving Berlin married Dorothy Goetz in 1912, she died 6 months later of Typhoid Fever
Communication in 1912

We are inundated and overwhelmed with information today. It is literally at the touch of a finger.

In 1912 communication was a lot harder to come by. So how did people communicate?

1. **Telephone**—it was still in its infancy. In 1912 very few households had a phone of their own. If you needed to make a call you’d need to find a store or neighbor that had one. At this time they were still three years away from the first coast to coast, international phone call.

2. **Mail**—letters was still the most common form of long distant communication. It was a great way to stay in touch with your family that moved away. Stamps cost two cents at that time. The invention of the zip code was more than fifty years away.

3. **Telegram**—this was still the most common way to send a message if it was urgent and/or needed to be sent long distance.

4. **Face to face**—visits were still the best way to spend times with friends. These were in the days when children were the largest interruption. There was no television, radio, computer, internet and all of the other interruptions we have today. My grandmother has often told me that when people visited with one another they actually faced one another, listened to one another, answered questions and shared a conversation.
Wow! Maybe we need to take lessons from the past.

5. **Send a messenger**—if you had an emergency and needed a doctor, minister or to send an urgent message to someone in the area, you would send a messenger to deliver it.

6. **Newspaper**—I’m not sure if this is really a form of communication as previously mentioned, however it was full with a lot of local news and facts. Pouring through old newspapers as a genealogist I’ve found mention of visiting relatives, church socials, births and marriages, trials, crop reports and other events that take place in the town. It was a great way to share more detailed information with everyone.

Below is information found in the Duncan, SC paper in 1903 by a fellow researcher:

*We are living well with blackberries, frying chickens and garden vegetables in abundance. Both C.P. REYNOLDS and Belton EDWARDS had cotton blooms open on the 8th. John and Riley REYNOLDS from Wingo's Mill, visited friends and relatives in this community last week. Miss Isa HUGHES of Greers, visited T.B. EDWARDS on the 4th of July.*

It is hard for us to fathom a time when information was not at the tips of our fingers, but it was not that long ago that people actually lived this way. What lessons can we learn from the past and how they communicated?
Prices in 1912

We've been looking at life 100 years ago. Let's look at what the prices were for groceries then. I was amazed at how cheap everything was at the time. Then again the average yearly income was $750. People usually ate at home. They did not have the influx of restaurants we have today and eating out would have been both a rarity and a treat. Groceries would have been bought at the local mercantile with everything else. They did not have grocery stores as we know them today.

How much did it cost to stock Thanksgiving tables in 1911?
These prices were advertised in The Daily Record [Morris County New Jersey], November 18-22, 1911

Meat, fowl & fish
Bacon, breakfast, .15/lb
Beef, chopped, .25/3 lbs
Beef, Porterhouse roast, .18/lb
Chicken, fresh killed, Morris County, .20/lb
   Flounder, .06/lb
   Halibut, .15/lb
   Ham, smoked, .16/lb
   Ham, fresh, .16/lb
   Lamb, hind quarter, .16/lb
Mince meat, Armour's Veribest, .20/pail
   Pork, loin, .15/lb
   Sausage, .20/lb
Turkey, fresh killed, Morris County, .28/lb

Vegetables
   Asparagus, white, California, .50/qt jar
   Beans, lima, .16/can
   Beans, string, .10/can
   Carrots or Turnips, .25/6 qt basket
   Corn, J.S. brand, .12/can
   Corn, cream, .09/can
   Macaroni or spaghetti, .10/pkg
   Olives, fancy Queen, .35/jar
   Olives, plain or stuffed, .25/3 bottles
   Peas, early June, .05/can
Potatoes, Maine, 3.25/sack
Pumpkins, .10/can
Rice, fancy, .10/pkg
Sauerkraut, Heinz, .25/4 qts
Squash, .10/can
Succotash, .12/no. 2 can
Sweet potatoes, .29/6 qt basket
Tomatoes, Jersey, .12/can
Fruits
Cranberries, .13/qt
Dates, stuffed, .20/box
Figs, New Smyrna, .18/lb
Grapefruit, .25/4
Grapes, Malaga, .25/2 lbs
Grapes, Tokay, .25/2 lbs
Lemons, Messina, .20/doz
Oranges, sweet, .25/doz
Raisins, Sultana, .15/pkg

Dairy, eggs & cheese
Butter, Elgin, .37/lb
Cheese, .17/lb
Condensed milk, Hire's, .25/3 cans
Eggs, .40/doz
Desserts
Chocolates, French, .12/lb
Chocolates, Sultana, Raisin Clusters, .27/lb
Jelly bon bons, .12/lb
Mixed nuts, .18/lb
Peanut brittle, .12/lb
Pecans, .18/lb
Plum pudding, R&R, .65/3 lb tin
Walnuts, English, .22/lb
Baking powder, Daisy, .45/20 oz can
Buckwheat, .45/12 lb sack
Celery salt, .15/box
Chocolate, baking, .29/lb
Cinnamon, .10/box
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<tr>
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<tr>
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<tr>
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Women's Fashion in 1912

If you’ve seen the *Titanic* movie you’ll recognize that they dressed with a lot of elegance, glamour and opulence in this pre-war era. This was before the hardships of the Great War when clothing became a lot more practical.

The corset was fitted to a small waist, while the buttocks, hips, shoulders and bosom were accented and padded to give this effect. The layered look was very popular with the use of a long underskirt and high waistlines.

A hundred years ago a layer of undergarments was still very common. A woman would have on pantaloons and a corset underneath their dresses. Women rarely wore pants at this time. In the winter women also wore gaiters, which is a garment that is worn over the shoe and lower pant leg, as protection from the cold.

Women in rural areas usually wore homemade dresses that were practical to work in, while women in the city or traveling bought clothing that often had a matching jacket and skirt and a hat to accent their ensemble. Fur stoles such as cocoon or kimono, scarves and large matching muffs were very popular during this time.

If were a member of the elite and followed fashions, you may visit Jacques Doucet in France or Mariano Fortuny in Venice, Italy. Just two years earlier Fortuny patented a special process of pleating and dyeing that he called delphons.

Women’s shoes were high and slightly curved at the heels. They often had criss cross straps at the ankles and were called “tango shoes.”

Short bobs were introduced in Paris in 1909 and quickly spread throughout the rest of Europe.

What do you think of fashions 100 years ago? Would you be able to adapt to their dress code?
**Men's Fashion in 1912**

Men have always had smaller attire than women. Still in 1912, there was a lot to a man’s wardrobe.

Men wore three piece suits with a matching waistcoat. Their trousers were ankle length once their cuffs were turned up. They were short gaiters or spats for shoes.

Their formal shirts were pressed into wings at the collars and they wore ascot ties for formal occasions.

Their waistcoats or sack coat was fastened lower on the chest and a cutaway morning coat was their normal day wear in Europe. For informal and semi-formal occasions a man would wear a lounge coat and a Norfolk jacket for outdoor pursuits. Men were not seen outdoor without their top hat.

It was very common for a man to have a moustache; they were usually wide and curled.

Boys were dressed in suits with trousers that extended to the knee and girls' apparel began to become less "adult" as skirt lengths were shortened and features became more child-focused.
Hats were not just an accessory but an adornment in 1912. They were still a year away from Mary Crosby’s invention of the bra and three years from a tube of lipstick being sold for the first time.

If you’ve seen the movie *Titanic*, you’ve seen the beautiful hats of the time. They had the wide brim and were large and covered the face.

The short bob was introduced in Paris in 1909 and quickly spread. Actress Irene Castle was a trendsetter for short hair in America. Hair was frequently supplemented with pastiches. These were false curls, buns or small wigs that were easily able to be incorporated into the hairstyle for extra volume.

Women curled their hair with heated curlers. The permanent wave was just being invented and took twelve hours to complete and hair coloring was only five years old. Mainly actresses and models wore makeup, but if a woman did wear makeup in 1912 she would place dark eye liner around the outside of her eye, powder her face lighter than her natural skin color and emphasis her lips.

Another hairstyle you might see would be curtain hair. This was when short hair was parted down the middle and worn with an elaborate headband underneath. Often these headbands were extensively beaded, had feathers or jewels incorporated, especially for an evening outing.

This technique allowed the hair to hang naturally.
Life Events in 1912

Today we are required to register all life events we experience with a government agency. The birth of a baby means a birth certificate, a loved one’s death requires a death certificate {insurance agencies and social security demand one before they will pay out}, if you want to get married then you have to obtain a marriage license, and a divorce means going before a judge to obtain a divorce decree.

Time has changed considerably in the last century. A hundred years ago many of these documents either didn’t exist or in the infancy stages of existence.

So let’s take a closer look at these documents:

A birth certificate registers the birth of a child. A hundred years ago women seldom went to the hospital. Usually they would give birth at home with a midwife or town doctor. {These were the days when the doctor would come to you.} Before birth certificates a birth was recorded in the family bible. In doing genealogy research you may also find a record of the infant’s baptism in church records or if they were born in a census year you can sometime narrow it down to the month of the birth.

Today we have a social security number assigned to us shortly after birth. In 1912 they did not exist. The first social security numbers were assigned in November 1936.

A death certificate registers the death of an individual. People that were ill usually stayed home, although they may have gone to the hospital, if one was in the area. Nursing facilities did not exist in the abundance they do today. A death was recorded in the family Bible, church cemetery records, or in the mortality census for the years 1850, 1860 and 1870.

So when did birth and death certificates originate? It varies per state, although most states had them by the 1920s. You can find out for your state by searching vital records. However, here are the dates for five states to show you how broad the range is: North Carolina-1909; Virginia-1913; Tennessee—1914; South Carolina-1915; and Georgia-1919.
A century ago to get married you did not have to obtain a marriage license. All you needed was a minister to marry you. Some states did have marriage bonds during the Nineteenth Century, which was a monetary guarantee that there was no impediment to the marriage. Again the dates of these records vary. North Carolina began in 1868 on a county level, but did not begin on a statewide level until the Twentieth Century. Let’s look at when some other states began: South Carolina-1911; Virginia-1936; Tennessee-1945; and Georgia-1952.

Although she had been married for fourteen years and had three children, my great-grandmother was unhappy in her marriage. I searched everywhere for divorce records and discovered that they did not exist in the early Twentieth century. My great-grandmother left her husband and returned to her family. When I obtained a copy of the marriage license to my great-grandfather, I was surprised to realize she listed herself as a widow {her first husband did not die for another 20 years and lived nearby}. This was often the way women handled a “divorce” and “remarriage” a century ago. Divorce was taboo then compared to today. Many women stayed in unhappy or abusive marriages because they had nowhere to go and no money to leave. Divorce was one in one thousand in 1912. I’ve not been able to find exact dates when a divorce decree was issued, but I have seen many references to it being in the 1950s, just to give you an idea.

In what ways would the lack of vital records affect your life today?
**Jobs and Careers in 1912**

Today we have a variety of jobs and careers, just like they did a hundred years ago. It is difficult to detail all of the jobs back then. I will discuss a few of the more prevalent ones that seem to have disappeared or diminished greatly with the passage of time.

There were still many professionals—such as lawyers and doctors—but not to the extent we have today. Fewer people went on to obtain a college degree.

**Textile Mills**—these were very common in the south. During the industrial revolution in the late 19th Century textiles exploded. This was the ability to make clothes with a machine and not just by hand. Children would leave school at a young age (3rd, 4th, 5th grade) to work in the weaving room. It was also common to find many women working in the mills. My grandparents and great-grandparents did this work and I’ve heard many stories about their experiences through the years.

**Farming**—was still very prevalent in the early 20th Century. Large families still existed and each child had their own chores each day. This was in the days before the local supermarket, when you had to rely on your land to supply most of your needs. This would include chickens for eggs and meat, cows for milk, and vegetables and grain planted and harvested throughout the year.

**Mining**—this exploded in the late 19th Century and many prospectors moved out west for the California Gold Rush. Mining wasn’t just for gold, but for other items such as coal, silver, copper, and lead. It also just wasn’t in California, but took place through many areas of the United States. Occasionally we still hear about mine cave ins and have a sense of the danger these men faced on a daily basis. In 1912 they did not have all of the machinery used today.
Railroad—the first railroad was opened in America in 1830. It exploded from 1850-1890. Even in 1912, they were still laying tracks and the railroad was still a major source of transportation of both passengers and hauling materials. As the rail system increased more track had to be laid and engineers were needed. I had a great-uncle and great-grandfather that made their living working for the railroad.

Vaudeville—this was the earliest start of what we know of as the stage. Vaudeville consisted of animals, dancers, singers, comedians, magicians, acrobats, jugglers, athletes and more. These groups traveled from town to town performing their shows. Vaudeville remained very popular until the 1930s. By the late 1890s, large houses had been established for the acts. It was said that if an act could succeed in Peoria, Illinois, then it could succeed anywhere. You’d hit the big time when you played at New York City’s Palace Theatre {The Palace}.

These are just a few of the occupations that have diminished with the passage of time. I’m sure there are many more, but at least this will give you an idea of how times have changed. What kind of work would you be doing 100 years ago?
Sports in 1912

Sports were just as important a hundred years ago, as they are today. The difference is you couldn’t turn on the TV or Internet to watch the game or find a score. If you wanted to know how a team did you either went to the game or waited for the newspaper to report the scores. Remember this was even before radio was available to listen to a game.

It was easier in larger cities that hosted a team, but if you lived in a rural area the only games you may ever see would be the local scrimmages the young people might put together.

So let’s look at some newsworthy sports news from 1912:

--the 1st world record in men's 100 meters recognized by International Association of Athletics Federation {IAAF} Donald Lippincott {USA} ran 10.6 at Stockholm during the Summer Olympics
--the 1st world record of men's 1500 meters ran by Abel Kiviat in Cambridge, MA in a time of 3:55.8
--Quebec Bulldogs win the National Hockey Association and the Stanley Cup
--Odile Defraye of Belgium wins the 10th Tour de France
--Feb 22--Johnny Kilbane wins World Featherweight Championship; a record he holds until 1923
-- April 20-- Boston Red Sox opens Fenway Park w/ a win over New York Yankees
--April 20--Detroit Tigers open Navin Park after a remodel {later Tiger Stadium} with a win over Cleveland Indians.
--May 30--2nd running of Indianapolis 500 at the Indianapolis Motor Speedway; won by Joe Dawon and Don Herr driving a National Car
--October 5--David Bruce-Brown, American Grand Prize winner, killed during practice for the 4th race
--October 8-16-- Boston Red Sox defeat New York Giants in 1912 World Series 4-3 games with one tie
--November 28--Willie Ritchie wins World Lightweight Championship; title he holds until 1914
The Summer Olympics were held in Stockholm, Sweden from May 5-July 27 {only full Olympics held in Sweden} with 102 events in 14 sports with 2,407 competitors.

--Sweden won the most medals with 65 total
--USA won most Gold medals with 25 total
--1st use of electronic timing and public address system
--women's events in swimming and diving introduced {48 women competed in the Olympics}
--first art competition held; which lasted from 1912-1948
--Francisco Lazaro of Portugal, became the first athlete in modern Olympics to die during competition {died while running the marathon}
--Sweden's Oscar Swahn, 64, oldest Olympic gold medalist for deer-shooting event {at that time}
--George S. Patton {future WWII General} participated in the first modern pentathlon competition
--a Japanese marathon runner went missing {he passed out from heat, was cared for by a farming family and returned to Japan without notifying officials. He finished the race 50 years later, giving him the “unofficial” longest running time}

If you lived in 1912, which of these would be of the most interest to you?
Women's Roles in 1912

A hundred years ago women worked primarily in the home. Their job was to keep the home, cook the meals and care for the children. These were in the days before television, automatic dishwashers, and washers and dryers existed. Women had to take the time to wash and dry dishes themselves {or have the children help} and bend over the tub to wash clothes and then wring them out before hanging them on the clothesline. Men expected the meal on the table when they arrived home. There was no throwing it into the microwave; everything had to be made from scratch. Women were considered a helpmate for their husbands.

If the family lived on a farm there were additional chores, as animals and crops were tended.

Divorce was still shunned and most women stayed in a bad marriage because they were so reliant on their husband. If a woman was divorced she faced the possibility of losing her friends and place in society.

Often women that were widowed or unmarried worked in some type domestic work. They may have worked as a waitress, cook, or maid in some area. My widowed great-grandmother supported her family as a seamstress and renting out rooms in the home. Other possible occupations for women were teaching and nursing.

In 1912 women had no rights. They were not allowed to vote, own property or even work outside the home if they were married. (19th Amendment passed in 1920 allowing all American Women to vote)

On August 19, 1912 the New Orleans Picayune stated “Never before in the history of the United States have women taken a deeper interest in a presidential campaign than this year.” With three serious candidates’ women’s suffrage and women working in politics began to take a front seat. Both of these movements were rooted in the 19th Century, but saw a decline in the first decade of the 20th Century. This historic election saw the beginning of support for both of these movements. Before the 1912 election there was only a small handful of women involved
in politics, but for the first time presidential candidates were treating women as though they mattered in receiving a victory.

Women did eventually gain the right to vote, work outside the home, divorce if they were unhappy, and own property. Looking back on the last 100 years women have been trailblazers. Where do you think women will be 100 years from now?
Medical and Health Issues in 1912

Today we’re used to going to the doctor or hospital for medical maladies.

A hundred years ago life was very different. Babies were still born at home and doctors still made house calls. Residents in larger cities were more likely to go to the hospital than in more rural areas.

States were just beginning to issue birth and death certificates.

The elderly lived at homes with their family. The family cared for them as they grew older and usually they died at home in their beds.

When a person passed away the casket was kept in the living room. I have a cousin who remembers seeing her grandmother’s casket in the living room in the 1960s. During this time burial often occurred the day of or day after death.

Doctors still made house calls. Doctors did not have a large office the way they did today unless they were in a big city.

My great-great grandfather died in 1903. His appendix burst and the doctor performed the surgery right there on the kitchen table [where he died from the surgery]. Conditions were very crude and nowhere near as sterile as today.

If a family member had a mental illness you either kept them at home or sent them to the state hospital. This includes diseases we have a better understanding of today, such as
Alzheimer’s. I had a great-aunt suffering from Alzheimer’s that was sent to the State Hospital after she chased her husband down the street with an axe.

Also, people did not have the availability to medicine, vitamins and health information we have today.

I did a search to see what I could find about illnesses in 1912. Following is a sampling of that information:

Mid-Late April The Mexican Federal Army is ravaged by typhoid

December 7 The Journal of the American Medical Association reported the first diagnosis of death by heart attack

**Other events in 1912:**

- A severe sleeping sickness epidemic that has been ravaging the Congo since 1895 finally abates
- Plague outbreak in Nairobi and in the Kilimanjaro area
- The US Public Health Service is formed when Congress reorganizes the Marine Hospital Service and gives it expanded duties
- The Institute for Tropical Medicine is established in Puerto Rico
- Herrick first describes heart disease resulting from hardening of the arteries
- McCollum and Davis discover what will later be called vitamin A (or Osborne and Mendel in 1913)
- Plague outbreak in Ecuador - the US sends a medical commission
- Phenobarbital is introduced, and is found to effective against epileptic seizures Britain.
- British aviator Desoutter makes the first aluminum prosthesis to replace his leg, lost in an air crash
In a virtuoso performance, undertaker Crandall successfully restores the facial features of a corpse whose head had been crushed between two trains

Wertheimer publishes the paper that becomes the basis of Gestalt psychology

Jung publishes The Psychology of the Unconscious, and begins to break with Freud
Companies Established In 1912

A Number of Companies we use today was established in 1912:

- **ABC Motors** builds engines.
- **Famous Players Film Company** founded by Adolph and later became Paramount Studios.
- **Illinois Tool Works** is today a Fortune 200 company. They produce engineered fasteners and components and specialty products.
- **All Steel Equipment Company** manufactured metal objects and is now a part of HON industries.
- **Armstrong Whitworth Aircraft** designed aircrafts and now is part of Hawker Siddeley Argosy.

- **Associated Equipment Company** is a UK company that built buses, long haul trucks (or lorries) and motor coaches.
- **Paramount Pictures** is a film distribution company.
- **Universal Studios** is one of Hollywood's studios.
- **Sun-Maid** makes raisins.
- **Sterling Optical** is a retail optical store.
- **Hamilton Jewelers** is a jewelry store.
- **Keystone Studios** was an early movie studio that went out of business in 1935.

- **Brandt** produces chocolate in Germany.
- **Diamond Foods** specializes in nuts and walnuts. Also produces brand chips and pop secret popcorn.
- **LL Bean** is a popular retail and clothing store. They were a mail order store before the development of the internet. They also specialize in outdoor equipment.
- **Liberty Mutual** is a Fortune 500 company that sells various insurance companies and services.
- **Montana Power Company** provided power to Montana residents until 1997 when the sold to Pennsylvania Power and Light.
- **Michigan Limestone and Chemical Company** is a limestone quarry that began production in 1912.
- **TJ Hughes** is a discount department store.
- **Wallace Arnold** was one of the UK's largest holiday motor coach tour operators. They merged with WA Shearings in 2005.
- **Laurel Fork Railway** was a small railroad in Carter County, Tennessee. The railway was terribly damaged by a flood in June 1924, which led to the company closing.
- **Eagle Oil and Shipping Company** was an English company that shipped oil tankers. The company was sold to Royal Dutch Shell in 1919.
- **Nesbitt, Thomson and Company** was a Canadian stock brokerage founded by Arthur Newbitt and Peter Thomson. The company was acquired by the Bank of Montreal in 1987.
- **Lockheed Corporation** is an American aerospace company. The company became Lockheed Martin in 1995.
- **Sharp Corporation** is a Japanese company that manufactures electronic products.
- **Fokker** is a Dutch aircraft manufacturer.
- **Airco** stands for Aircraft Manufacturing Company Limited. The company made aircrafts and was bought by Sir Geoffrey de Havilland in 1921 when the company changed its name. Geoffrey de Havilland is a cousin to the famous actresses Olivia de Havilland {played Melanie in Gone with the Wind} and Joan Fontaine.
- **Phillips Distilling Company** is known for their wide array of liquors.
- **British Bank of Northern Commerce** was a bank in the UK. In 1921 they became Hambros Bank.
- **Cowan Pottery** was a pottery studio. The company closed in 1931, a byproduct of the Great Depression.
### 1912 at a Glance

- **January 1** republic of china is proclaimed
- **January 4** – The Scout Association is incorporated throughout the British Commonwealth by Royal Charter.
- **March 1** – Albert Berry makes the first parachute jump from a moving airplane.
- **March 5** – Italian forces are the first to use airships for a military purpose, using them for reconnaissance west of Tripoli behind Turkish lines.
- **March 27** – Mayor Yukio Ozaki of Tokyo gives 3,000 cherry blossom trees to be planted in Washington, D.C., to symbolize the friendship between the two countries.
- **April 14** *RMS Titanic* collides with an iceberg and sinks
- **April 16** – Harriet Quimby becomes the first woman to fly across the English Channel.
- **May 5** – The Olympic Games open in Stockholm, Sweden.
- **May 13** – In the United Kingdom, the Royal Flying Corps (forerunner of the Royal Air Force) is established.
- **May 23** – The Hamburg America Line's SS Imperator is launched in Hamburg and is the world's largest ship.
- **June 4** – A fire in Istanbul destroys 1,120 buildings.
- **June 5** – U.S. Marines land in Cuba.
- **July 12** – United States release of Sarah Bernhardt's film *Les Amours de la reine Élisabeth* is influential on the development of the movie feature. Adolf Zukor, who incorporates Paramount Pictures on May 8, 1914, launches his company as the distributor. Paramount celebrates its centennial in 2012.
- **July 30** – Emperor Meiji of Japan dies. He is succeeded by his son Yoshihito who becomes Emperor Taishō. In Japanese History, the event marks the end of the Meiji era and the beginning of the Taishō era.
- **August 12** – Sultan Abd Al-Hafid of Morocco abdicates.
- **August 25** – The Kuomintang, the Chinese nationalist party, is founded.
- **October 8** – The First Balkan War begins: Montenegro declares war against Turkey.
- **October 16** – Bulgarian pilots Radul Minkov and Prodan Toprakchiev perform the first bombing with an airplane in history, at the railway station of Karaagac near Edirne against Turkey.
- **October 18** – Italy and the Ottoman Empire signed a treaty in Ouchy near Lausanne ending the Italo-Turkish War.
- **November 28** – Albania declares independence from the Ottoman Empire.
Miscellaneous Facts about 1912

Included are some Miscellaneous facts I've found about 1912 and wanted to share:

- The first non-stop flight from Paris to London was made in 3 hours.
- Harriet Quimby became the first woman to fly across the English Channel.
- The Royal Flying Corps (forerunner to the Royal Air Force) is established.
- New Mexico admitted to the union on January 6, 1912.
- Arizona became 48th state on February 14, 1912.
- William Randolph Hearst begins to acquire his media empire that will include 18 newspapers and nine magazines within two decades.
- Girl Scouts of America was founded by Juliette Gordon Low in Savannah, GA.
- The Scouts were formed in the United Kingdom.
- A postage stamp cost two cents.
- Theodore Roosevelt made national health care insurance an issue in 1912 starting the ongoing debate.
- The Radio Act of 1912 assigns three- and four-letter codes to radio stations and limits broadcasting to the 360m wavelength.
- Photoplay debuts as the first magazine for movie fans.
- U.S. Public Health Service is established.
- Albania declares its independence.
- Woodrow Wilson is elected as U.S. president.
- The Titanic sinks on April 15.
- First use of zippers in clothing.
- Nabisco introduces the Oreo cookie.
- Pitcher Cy Young retires after 511 wins (the baseball award is named after him).
- "Buffalo Bill Cody" and his performance troupe put on the "show of a lifetime" at Plant Field.
- We are used to instant results on Election Night, but 100 years ago the ballots had to be counted by hand and the results took weeks to declare a winner.
- The Dixie Cup was developed by Lawrence Luellen and Hugh Moore. Its original name was the 'Health Kup,' changed to 'Dixie Cup' in 1919. The name came from a line of dolls made by the Dixie Doll Company.
- The 'Googoo Cluster' candy bar was introduced by the Standard Candy Company. Marshmallow, caramel and roasted peanuts covered with milk chocolate.
- The Beverly Hills Hotel opened.
The United States government adopted an 8-hour work day.

David Ross Brower was born. Brower was the founder of many environmental organizations including the Friends of the Earth and Earth Island Institute.

The first Horn & Hardart Automat in New York City is opened. (The very first Automat Horn & Hardart opened was in Philadelphia on June 9, 1902).

Julia Child was born. American cooking authority, cookbook author, TV Cooking show host, etc. During World War II, she also worked for the OSS from 1941-1945 (The OSS is the forerunner of the CIA).

The first cannery opened in England. It was to supply food to the Royal Navy.

Richard Hellmann, a New York deli owner created his recipe for bottled mayonnaise in 1903. He began to market it in 1912.

David Packard was born. Founder with William Hewlett of Hewlett Packard Company. Before they became famous for computers and printers etc., some of their early inventions were an automatic urinal flusher and a weight loss shock machine!

Hayden cranberry separator patented. First cranberry sauce marketed, Hanson, MA.

The term 'cheesecake' was invented when an actress arriving in N.Y. posed for photographers and revealed more leg that was customary.

Morton's Table Salt was introduced.

Lorna Doone cookies were introduced.

The U.S. prohibited the sale of Absinthe {a type of alcohol}.

Grand Central Terminal in New York City opens the following year. It is the largest railroad station in the world, with 44 platforms and 67 tracks on 2 levels.

USDA makes initial crosses between Lincoln and Ramboullet sheep breeds, leading to the Columbia breed.

Konrad (Emil) Bloch was born. Nobel Prize winner for his work on cholesterol and fatty acids. He discovered that high levels of cholesterol may lead ultimately to increased risk of heart attacks.

Marie Curie won Nobel Prize in Chemistry for discovering radium February 27, 1912 in New York, Wilhelm Roentgen discovered X-Rays
Headlines of 1912

While at the library conducting genealogical research, I scanned some of the 1912 newspaper microfilms available. Below is just a small sampling of the headlines. Of course in April and May there were numerous articles on the Titanic disaster. The end of the year provided an overabundance of political and election related headlines. All three of the candidates {Roosevelt, Taft, Wilson} received considerable coverage. I was reminded scanning the headlines that results were not immediately known as they are today. Results had to wait until all of the ballots were tallied.

- Honduran Volcano Kills Thousands Friday, April 12, 1912
- Japan Mourns as Emperor Lies Dying {Emperor Meiji}

Tuesday, July 30, 1912
- Former Wife to Help in the Rosenthal Case Friday, August 9, 1912
- Young Rockefeller Engaged These Days Turning Up Grafters {Oil Magnate's Son Turns Over To Officers Evidence Of Corruption In New York Affairs} Friday, August 9, 1912
- Dog Days' Club Pulled Off Stunts {Performance at Congressional Olympics of Uncle Joe Cameron Shows That He Is Not Yet A "Dead One"} Friday, August 9, 1912
- Former Wife of Medicine King To Wed {Mrs. James McVicker} August 28, 1912
- Aviator Killed By 200 Foot Fall {Paul Peck} Friday, September 20
- Sewage of Cities Pollutes Great Lake Friday, September 20, 1912
- In Rain and Mud Governor Wilson Crosses Michigan Friday, September 20, 1912
- After 27 Years' Estrangement, Comes To Husband's Aide Friday, September 20, 1912
- Mrs. Gray Arrested For Concealing Public Records Friday, September 20, 1912
- Characteristic Pictures of Col. Roosevelt Taken At Beginning of the Campaign Wednesday, October 16, 1912
- Crushing Defeat Is Administered To Boston Americans {"Smoky Joe" Wood Is Taken From Box} Wednesday, October 16, 1912
  Theaters and Thespians Sunday, October 27, 1912 {speaks of Dorothy Lewis and Lovey Mae Greene}

- Blind Mute Girl Learns to Sing {Helen Keller} Tuesday, August 20
Oscar Hammerstein—the world famous grand and comic opera impresario presenting Florence Weber and her original company of 60 presenting Naughy Marietta August 31, 1912

Doctors Gave Her Up {Mrs. Stuart Finally Saved By Lydia E. Pinkham's Vegetable Compound—Her Story interesting} Saturday, August 31

Millionaire's Tragic End {Solomon Luna Falls Into Vat of Boiling Grease} Saturday, August 31, 1912

Dorothy Carleton with the Carleton Sisters Company at the Grand, September 10th Sunday, September 8, 1912

Another Millionaire Baby Expected {wife of Alfred G. Vanderbilt} Friday, August 30, 1912

Gov. Wilson Speaks At Farmer's Rally Friday, August 30, 1912
Multitudes Attend Funeral of Booth {founder of the Salvation Army} Friday, August 30, 1912

Texas Grand Jury Indicts Oil Men Friday, August 30, 1912

German Aviators Killed In Flight Tuesday, June 4, 1912
Congress Lands on Beef Trust Again Tuesday, June 4, 1912
Cuban Insurgents Applying The Torch Tuesday, June 4, 1912
Wright Death Universally Mourned {this is Wilbur Wright} Tuesday, June 4, 1912

Victory of Wilson Continues To Grow As Count Progresses Friday, November 8, 1912
Democrats Will Have Full Control of the Next Senate Friday, November 8, 1912
Boston Wins {part of the World Series Games} Tuesday, October 8
Bathing Accidents Numerous Sunday Tuesday, July 30, 1912
Roll of Rescued From Titanic Seems Complete Friday, April 19, 1912
Congress Acts At Once On Titanic Catastrophe Friday, April 19, 1912
Flood Augmented By Continuous Rains Friday, April 19, 1912
No Other Ship So Big As The Titanic Friday, April 19, 1912
Ill Fated Steamship Titanic Now Lies At Bottom of the Sea Friday, April 19, 1912
Twenty Nine Killed In Series of Tornadoes Tuesday, April 23, 1912
Mallory-Morgan Liners Crash In Dense Fog Tuesday, April 23, 1912
Ismay's Statement Denies Stories of Responsibility Tuesday, April 23
- Sea Gives Up Its Dead; 64 Bodies Recovered (Titanic) Tuesday, April 23
- Wireless Operator Bride Star Witness In Inquiry Tuesday, April 23
- Live Baseball "Dope" From Many Quarters Tuesday, April 23, 1912
- Vincent Astor Gives To Needy Survivors Tuesday, April 23, 1912
- Westbound Limited Held Up By Bandits Tuesday, April 23, 1912
- Two Little Waifs Of The Deep Tuesday, April 23, 1912
- Graphic Stories of Rescue Told By Titanic Survivors Tuesday, April 23
- New Yorker Foresaw Maritime Disaster Friday, April 26, 1912
- Insurance Companies Hit Hard By Disaster Friday, April 26, 1912
- Roosevelt Letters On Trust Made Public Friday, April 26, 1912
- "Mount Temple" Passengers Saw the Titanic Go Under Friday, April 26
- Many Lives Lost In Onrushing Torrent Friday, May 10, 1912
- Stores Will Close For Memorial Day Friday, May 10, 1912

ADS:

- Distinctive Style In Fall Blouses Sunday, October 6, 1912
- Markley Hardware Manufacturing Tuesday, August 20, 1912
- Attention, Farmers! Friday, April 19, 1912
- Pittsburg Poultry and Garden Feed Friday, May 10, 1912
- Hood's Sarsaparilla Friday, May 10, 1912
Celebrities in 1912

Today we are inundated with celebrities and celebrity news. We have programs dedicated solely to our celebrities, along with their frequent appearances on talk shows and tweets. I’ve gathered a list of some of the “celebrities” that may have been making headlines in 1912.

John Jacob Astor—the 47 year old made headlines the year before {1911} when he married 18 year old, Madeline Talmage Force. His new wife was a year younger than his son, Vincent. The couple took an extended honeymoon abroad; hoping talk would die down, as they travelled throughout Europe and Egypt. They were joined on their trips by Margaret Brown. While abroad Madeline discovered she was pregnant and they decided to return home for the child’s birth. The couple traveled aboard the Titanic, boarding in Cherbourg, France; and he was hailed as the richest man aboard ship. Their pet Airedale, Kitty, was a constant travel companion of the couple. Madeline {and Margaret Brown} survived the sinking of the Titanic. When J.J. Astor’s body was found it was so badly mutilated that it is believed a funnel fell on him, but other reports refute this report saying he had no bruises on him. He was identified by the initials sewn on the label of his jacket. Madeline gave birth to their son, John Jacob Astor VI, on August 14, 1912.

Mary Pickford was an actress. She was a co-founder of the United Artist Studio and one of the founders {of 36} of the Academy of Motion Pictures Arts and Sciences. She was known as “America’s Sweetheart”. She is one of the most important founders and producers of the silent era. Her contract demands were central in shaping the industry that became Hollywood. In 1912 she returned to Broadway after three years in front of the movie camera {she filmed 51 movies in 1909 alone}, but quickly discovered how much she missed being in front of the camera. It was then that she dedicated her life to the movies.

George Melies was a French filmmaker, producer, and illusionist of the early Twentieth Century. He often experimented with special effects and accidentally discovered the stop trick. He was one of the first filmmakers to use many modern day film tricks and was ahead of his time. Some of his films used hand painted color. Between 1896 and 1913 he produced five hundred and thirty one films. These films lasted anywhere from one to forty minutes. One of
his better known films is “Trip to the Moon.” In 1912 he made one of his most ambitious films, “Conquest of the Pole.” That same year he also released “Cinderella or The Glass Slipper”, “The Ghost of Sulphur Mountain,” “The Prisoner’s Story,” and “The Snow Knight.” Melies also served through 1912 as the first president of a trade union he helped establish to protect himself from foreign markets. He died of cancer in 1938. The movie Hugo is about his career.

Thomas Edison is well known as the inventor of electricity. He was an American inventor and businessman. Other devices he invented include the phonograph, motion picture camera, recorded music, mass production and a battery for an electric car in his 1,093 patents. In 1912 he was running the Motion Pictures Patent Company (also known as the Edison Trust), which he started in 1908.

Henry Ford was making a name for himself after the Model T was introduced in 1908. In 1911 he opened assembly plants in England and Canada. In 1912 he helped launch the first Italian automotive assembly plant. The founder of the Ford Motor Company introduced the assembly line in 1913. He soon opened other plants around the world. From 1901 to 1913 he was very involved in auto racing.

Alexander Graham Bell was an inventor, scientist, teacher to the deaf, engineer and professor. The Scotsman is best known for inventing the telephone. From 1907-1912 he experimented with boxed kites. He had a number of interest and made many discoveries to change the way of living over the next 100 years.

William Booth founded the Salvation Army. He was the first general of this company and died in August 1912.
George V was the King of England. He was the grandson of Queen Victoria and his coronation was the year earlier in 1911. He was the first cousin to Tsar Nicholas of Russia and the two men bore a striking resemblance to one another. George V was the father of Edward VIII {who abdicated the throne to marry Wallis Simpson} and George VI {father of Queen Elizabeth II}.

The Vanderbilt Family was a famous, well known family of the shipping and Railroad Empire. This family built the Biltmore House in Asheville, NC. One member of this family, Alfred Gwynne Vanderbilt, was scheduled to be on the Titanic but cancelled before she sailed on her Maiden Voyage. His son Alfred G. Vanderbilt II was born in 1912. Ironically he was on the RMS Lusitania three years later when she was torpedoed. He helped many passengers into lifeboats and offered one mother his own life vest knowing there were neither vests nor lifeboats left. He was among the passengers that perished in the disaster.

J. P. Morgan was a banker, financier and art collector. By the first decade of the 20th Century he dominated corporate finance and industrial consolidation. He financed forty-two major corporations such as General Electric, International Mercantile Marine Company {which owned White Star Line} and the Atchison, Topeka and Santa Fe Railway. He was supposed to be on the Titanic but cancelled at the last minute. In December 1912 he testified before the subcommittee of the House Banking and Currency committee. A considerable amount of his collections were donated to the Metropolitan Museum of Art and his son formed the Pierpont Morgan Library in his honor. He died in March 1913.

Oscar Hammerstein I was a composer, businessman and theatre personality on Broadway during the first two decades of the 20th Century. Today he is probably better known as the grandfather of Oscar Hammerstein II {of Rogers and Hammerstein fame}. Oscar I was born in Prussia and learned to play the flute, piano and violin by a young age. He clashed with his father over his love of music and sold his violin to run away. He originally went to Liverpool, England before arriving in New York City three months later in 1864. He became a cigar maker and
owned over eighty patents making his wealth in this profession. The money from his inventions and cigar making allowed him to pursue his musical interest. He built his first theatre, Harlem Opera House, in 1889. He opened at least nine opera houses, wrote his own operetta’s and renamed Longacre Square, where his Olympic Theatre was located, Times Square helping to establish the theatre district that is there to this day. His tenth opera house, London Opera House, was opened in London, England. He later returned to New York to build his eleventh and last opera house. His grand productions often left him broke. In April 1910 he stopped producing his productions of grand opera and turned his focus to dramatic productions. He died in August 1919.
Popular Music of 1912

We took a look at the Music on the *Titanic*, but what about the other music from 1912. There were songs that were written and published after the *Titanic* sank in April. So let’s take a look at some of the better known songs written, recorded and released in 1912.

*On Moonlight Bay* was first published in 1912. The lyrics are by Edward Madden and music by Percy Wenrich. A musical with Doris Day and Gordon MacRae was made using the same title.

*When Irish Eyes Are Smiling* was written as a tribute to Ireland. The song was written for a production of *The Isle O’Dreams*.

*In the Garden* is a gospel song by Austin Miles. Miles was reading John 20 and the song is told from the view point of Mary Magdalene when she comes upon the newly risen Jesus Christ.

*It's a Long Way to Tipperary* is a British music hall song. The song was written by Jack Judge, but Henry James Williams is also credited with the writing of this song. Judge’s parents came from Tipperary, Ireland. Legend has it the song was written for a bet of five shillings and performed the following night, in January 1912. The song became very popular during World War I.

*The Old Rugged Cross* was written by evangelist and song-lead George Bennard. The hymn is still very popular today.

*Be My Little Baby Bumble Bee* was a very popular song. The lyrics were by Stanley Murphy and music by Henry I. Marshall. The song was featured in the Doris Day/Gordon MacRae film, *By the Light of the Silvery Moon*.

*And the Green Grass Grew All Around* is a popular children’s song today. The words are by William Jerome and music by Harry Von Tilzer. This is an example of a calmative song, where each verse is built upon the next one. This song has many variations.
Keep Away from the Fellow Who Owns An Automobile was written by Irving Berlin.

I Love You Truly was a parlor song written by Carrie Jacobs-Bond. This was the first song written by a woman to sell one million copies. The song is still a popular wedding song.

When I was Twenty-one & You Were Sweet Sixteen was written by Harry MacDonough.

New Rag by Scott Joplin.

My Melancholy Baby became a popular song when published in 1912. The music was written by Ernie Burnett and the lyrics by George A. Norton. The song was first publically sung by William Frawley {actor that played Fred Mertz on I Love Lucy}. A legend mentioned on Wikipedia is “Ernie Burnett, who composed the music, was wounded fighting in the First World War, and he lost his memory together with his identity dog-tags. While recuperating in hospital, a pianist entertained the patients with popular tunes including "Melancholy Baby". Burnett rose from his sickbed and exclaimed "That's my song!" He had regained his memory.” Frawley later sung the song on the Lucy-Desi Comedy Hour in 1958.

Ragtime Cowboy Joe is credited to Grant Clarke for the lyrics and Lewis F. Muir and Maurice Abrahams for the score. The song was inspired when Maurice Abrahams nephew arrived dressed as a cowboy {the nephew’s name was Joe}. Bob Roberts first performed the song in 1912, and the song became number one on the charts. The song was the theme song for Cowboy Joe’s Radio Ranch {1976-1988}.

Waiting for the Robert E. Lee was written by Lewis F. Muir {music} and Wolfe Gilbert {lyrics}. This ragtime song was made popular by Al Jolson.

The Rose of Tralee is an Irish Ballad. The song is about a woman named Mary, who is known as the Rose of Tralee because of her beauty. This nineteenth Century song was very popular in 1912. The song is credited to Mordaunt Spencer and Charles William Glover, but some believe the song was written by another man {who was Protestant} who was in love with his parent’s poor Catholic maid.
Ragtime Mockingbird was written by Irving Berlin.

Roamin’ in the Gloamin is a popular Scottish song written in 1911 by Sir Harry Lauder. The love song was made popular when Lauder recorded it in 1912.

Musical Theatre
Forty-Five Minutes From Broadway is a Broadway revival opened at the George M. Cohan Theatre on March 14 and ran for 36 performances.

Gypsy Love is a London production that opened at Daly's Theatre on June 1 and ran for 299 performances.

Under Many Flags is a Broadway production opened at the Hippodrome on August 31 and ran for 445 performances.

The Wall Street Girl was a Broadway production that opened at the George M. Cohan Theatre on April 15 and ran for 56 performances.

The Ziegfeld Follies Of 1912, is a Broadway revue that opened at the Moulin Rouge Theatre on October 21 and ran for 88 performances.

Classical Music
June 26 – Gustav Mahler's Symphony No. 9 is premiered in Vienna by the Vienna Philharmonic Orchestra conducted by Bruno Walter.

Arnold Schoenberg's Pierrot Lunaire debuts in Vienna.

Sir Edward Elgar was the big name in Britian.

Popular Singers in 1912:
Broadway’s Nora Bayes
French Revue Star Gaby Deslys
1912--The Year of the Presidents

1912 was the year of the Presidents. It was an election year, but it saw the prominence of three Presidents {Past, Present and Future} involved.

To learn about a candidate in 1912 you had to depend on the newspaper or go to a political rally, if he came to your area. These were the days before candidates spoke on the radio, TV, held debates or took their cause to a talk show.

Past—President Theodore Roosevelt—Roosevelt left the Presidency in 1908. He did not want to serve more than 2 terms, since none of his predecessors had. He disagreed with the job his handpicked successor, William Taft, was doing. In essence he ended up tearing the Republican party in two.

Theodore Roosevelt served as New York City Police Commissioner in 1895. He gained notability when he resigned his post in the Department of the Navy and formed the Rough Riders in 1898 {Spanish American War}. He became New York Governor later that year in President William McKinley’s running mate in the 1900 election.

Teddy Roosevelt became President after William McKinley was assassinated in 1901. He was returning from a hike when he received a telegram stating McKinley’s condition was critical. He and his family took a train towards Washington, when he received word of McKinley’s death. Roosevelt promised to keep McKinley’s policies. In 1904 he won the election in his own right. In 1905 he issued the Monroe Doctrine to help smaller countries in need. He made the White House a daily news center. He chose not to run for another term and supported Taft, who won.

Taft and Roosevelt remained friends until Taft filed papers against the US Steel, which greatly upset Roosevelt. This happened in October 1911, while Taft was already running for re-election. Roosevelt began his campaign for the presidency, but the bid came too late and most Republicans supported Taft. The primaries of 1912 was the first time a presidential primary was extensively used.
When Roosevelt did not win the bid of the Republican party, he formed the Progressive party, also known as the Bull Moose Party. An assassination attempt was made on his life on October 14, 1912. He carried the bullet with him for the rest of his life. The election was three weeks later, but Roosevelt was off of the campaign trail, recovering from his wound. When The Great War {WWI} began, Roosevelt supported the allies and spoke out against Wilson’s reluctance to get involved. Quentin Roosevelt, his youngest son, was killed in service in 1918. He died in his sleep on January 6, 1919 of a heart attack. Vice President Thomas Marshall said "Death had to take Roosevelt sleeping, for if he had been awake, there would have been a fight."

Present—President William Taft—Taft was the sitting President, having been handpicked to take over for Teddy Roosevelt, when he left office. Roosevelt was not happy with the job Taft was doing in office and decided to challenge him. He was a very conservative President and didn’t particularly enjoy the job. Taft proposed and passed the bill to begin taxing the income of corporations. Before taking the office of President he was the administrator of the Panama Canal, a former judge, and Secretary of War under Roosevelt. He established a Postal Savings System and a Parcel Post System. Taft lost the 1912 election. He was our largest President ever, but lost considerable weight after leaving office.

After leaving office he taught law at Yale for a while. He supported a League of Nations, going so far as to found and serve on several boards to promote peace during the Great War. In 1921 he was appointed as Chief Justice of the Supreme Court {the only President to sit on the Supreme Court}. He retired in February 1930, and five weeks later, on March 8, he died. He became the first president buried at Arlington National Cemetery. He is the only Chief Justice to have a state funeral.

Future—President Woodrow Wilson—Wilson completed a doctorate in 1883 from John Hopkins University, making him the only president to hold such an advanced degree. He became President of Princeton University in 1902. Historian John Cooper said “Wilson's tenure set Princeton on the path to become one of America's great universities.”

In 1910 he became Governor of New Jersey. His popularity led to him running for President in 1912. He was elected President in 1912 and held the position for the next eight years. He tried to keep America out of the Great War {WWI}. When the Germans attacked American ships in 1917, he asked Congress to declare war. He was a great wartime leader, a leading person in the Peace Conference and the mastermind behind the League of Nations.
His wife, Ellen, died in 1914, making him one of three men to be left a widower while in office. The next year he married, Edith.

In 1919 he suffered a stroke and was very ill. He left politics the following year very disappointed in his perceived accomplishments. He passed away on February 3, 1924 and was buried at the Washington National Cathedral. He is the only president buried in Washington, DC.
1912 At A Glance

A quick look at historical events that took place in 1912:

- January 1 republic of china is proclaimed
- January 4 – The Scout Association is incorporated throughout the British Commonwealth by Royal Charter.
- March 1 – Albert Berry makes the first parachute jump from a moving airplane.
- March 5 – Italian forces are the first to use airships for a military purpose, using them for reconnaissance west of Tripoli behind Turkish lines.
- March 27 – Mayor Yukio Ozaki of Tokyo gives 3,000 cherry blossom trees to be planted in Washington, D.C., to symbolize the friendship between the two countries.
- April 14 RMS Titanic collides with an iceberg and sinks
- April 16 - Harriet Quimby becomes the first woman to fly across the English Channel.
- May 5 - The Olympic Games open in Stockholm, Sweden.
- May 13 – In the United Kingdom, the Royal Flying Corps (forerunner of the Royal Air Force) is established.
- May 23 – The Hamburg America Line's SS Imperator is launched in Hamburg and is the world's largest ship.
- June 4 – A fire in Istanbul destroys 1,120 buildings.
- June 5 – U.S. Marines land in Cuba.
- July 12 – United States release of Sarah Bernhardt's film Les Amours de la reine Élisabeth is influential on the development of the movie feature. Adolf Zukor, who incorporates Paramount
Pictures on May 8, 1914, launches his company as the distributor. Paramount celebrates its centennial in 2012.

• July 30 – Emperor Meiji of Japan dies. He is succeeded by his son Yoshihito who becomes Emperor Taishō. In Japanese History, the event marks the end of the Meiji era and the beginning of the Taishō era.

• August 12 – Sultan Abd Al-Hafid of Morocco abdicates.

• August 25 – The Kuomintang, the Chinese nationalist party, is founded.

• October 8 – The First Balkan War begins: Montenegro declares war against Turkey.

• October 16 - Bulgarian pilots Radul Minkov and Prodan Toprakchiev perform the first bombing with an airplane in history, at the railway station of Karaagac near Edirne against Turkey.

• October 18 – Italy and the Ottoman Empire signed a treaty in Ouchy near Lausanne ending the Italo-Turkish War.

• November 28 – Albania declares independence from the Ottoman Empire.
TITANIC SPECIAL
Titanic Is Born

By the end of the first decade in the Twentieth Century, White Star Line was seeing a major decline. The Cunard line had bigger and faster ships with the *Lusitania* and *Mauretania*. Thomas Ismay and his son, Joseph Bruce Ismay, wanted concentrated on comfort and not speed while building their vessels. For this reason their third class accommodations were some of the best in the world at that time.

The White Star Line was originally founded in Liverpool by John Pilkington and Henry Wilson in 1845. They initially focused on the Australian gold mine trade.

In January 1868, Thomas Henry Ismay, a director of the National Line, purchased the bankrupt company for one thousand pounds for the now bankrupt company. This purchase included the trade name and house flag. Ismay was able to quickly turn the fledgling company around. Shortly thereafter Thomas Ismay formed the Oceanic Steam Navigation Company. The other shareholders in this new company were Gustuv Wolff and Edward Harland, the founders of the new but quickly rising shipbuilders Harland and Wolff. The men soon formed a business partnership and at the end of July 1869, The White Star Line placed their first order for the ship, *Oceanic*.

Upon Thomas Henry’s death in 1899, his son, J. Bruce Ismay, succeeded him as the owner and director. A new partnership soon emerged between Bruce Ismay and the new chairman of Harland and Wolff, Lord W. J. Pirrie.

By 1902 the American tycoon, American financer and multi-millionaire, John Pierpont Morgan formed the IMM (International Mercantile Marine Co) and absorbed the White Star Line. Bruce Ismay had no choice but to concede control to IMM, although he did stay on as the chairman of The White Star Line.

Competition was now high between White Star Line and the Cunard Line, who had by now established supremacy. In 1902 White Star Line commissioned four Celtic class liners, the first liners over twenty thousand tons. Cunard Line, refusing to be outdone, ordered two superliners, to be named *Lusitania* and *Mauretania*.
RMS Lusitania began her maiden voyage on September 7, 1907 and her sister ship, RMS Mauretania began her maiden voyage on November 16, 1907.

That fall Bruce Ismay and his wife, Florence had dinner with Lord William James Pirrie and his wife, Margaret. Talk quickly fell to the new superliners Lusitania and Mauretania. The men wanted to outdo the Cunard line. They wanted ships that were bigger, faster and more luxurious than the Cunard’s newest ships.

There at the table that evening they decided to build three superships. Two would be built simultaneously with a third one to follow. Luxury and comfort would be the main focus, but they wanted to make sure the ship could make it from the United Kingdom to New York in a week’s time. They agreed that the ships would be named Olympic, Titanic and Gigantic. {Gigantic’s name was changed to Britannic after the Titanic sunk}.

In July of the following year the White Star line officially approved the design for three Olympic class liners and commissioned Harland and Wolff to build these mammoth vessels. Before construction could begin Harland and Wolff had to build a huge new slipway to accommodate these new liners.

The Olympic’s first keel was laid on December 16, 1908. Three months later on March 31, Titanic’s first keel was laid.

Side Notes:
When Lord Pirrie died in June 1924 while on a trip to Cuba, his body was returned home on the RMS Olympic.

Lord Pirrie

White Star Line merged with the Cunard Line on May 10, 1934 forming the Cunard White Star Limited. White Star contributed ten ships, while Cunard brought fifteen. For this reason investors of the Cunard line owned sixty-two percent of the new company. In 1947, the Cunard Line acquired the remaining thirty-eight percent it did not own. The White Star Line was flown until 1968 and their offices still exist in Liverpool today. The SS Nomadic, which tendered passengers to the Titanic in Cherbourg, is the only White Star Line vessel still in existence today.

The White Star Line flag is raised every April 15 in memory of the Titanic.
Titanic Is Launched

Upon deciding to build three mammoth ship liners, White Star Line and Harland and Wolff needed a designer. The companies turned to Thomas Andrews, nephew of Lord Pirrie.

Andrews went to work for Harland and Wolff at the age of sixteen, beginning his long career as an apprentice. He worked his way up the ranks and became a member of the Institution of Naval Architects in 1901.

He began to oversee the plans for the Olympic and Titanic as soon as plans were made to build these vessels. These ships were to encompass the newest inventions and technologies that had been invented in the previous twenty-five years. These included the combustion engine, powered flight, radio transmission, pneumatic tyres and celluloid film.

Drawings and plans were presented to Bruce Ismay on July 29, 1908. At that meeting Ismay approved and signed the letters of agreement. The White Star Line spent three million pounds to build the Olympic and Titanic.

Andrews immediately became familiar with all aspects of these two liners. His job was to remedy any mechanical flaws and passenger discomforts, to iron out any snags.

Before Olympic’s keel was laid, Bram Stoker (author of Dracula) visited the shipyard and said “In “the biggest and finest and best established” shipyard in the world, “there is omnipresent evidence of genius and forethought; of experience and skill; of organisation complete and triumphant”.

Titanic was 882 feet and 9 inches long. Her total height measures 104 feet and she weighted 46,328 tons. The Titanic had eleven decks, eight of which were for passenger use. The Titanic’s rudder weighed over one hundred pounds and required steering engines to move.
Both ships took about twenty-six months to be built. The conditions for the workers were very dangerous and precarious. There were almost two hundred and fifties injuries, nine of which were fatal.

*Titanic* was able to accommodate 739 First Class Passengers, 674 Second Class Passengers, 1,026 Third Class Passengers and 900 crew members for a total of 3,339 people.

Passengers had the luxury of using such new innovations as an on-board telephone system, lending library, and barbershop. First Class passengers had a squash court, gymnasium, swimming pool, electric bath, and Verandah Café. First class furnishings were adorned with ornate wood paneling’s and carvings and expensive furniture.

Third class passengers were treated more lavishly than on the *Titanic*’s counterparts. Third class had two bathrooms for the passengers, one for men and the other for women.

To be considered a Royal Mail Ship, *Titanic* carried mail under contract of the Royal Mail and United States Post Office.

Andrews insisted at some point on thirty-six additional lifeboats but was overruled. It is well reported that Andrews took his wife, Helen, to see *Titanic* while she was being built. This was shortly before Helen gave birth to their daughter, Ellen in November 1910.

The *Olympic* was launched on October 20, 1910 and *Titanic* followed on May 31, 1911. Lord Pirrie, J. P. Morgan and Bruce Ismay were among the one hundred thousand onlookers available for Titanic’s launch. Twenty-two tons of soap and tallow had to be spread down the slipway to lubricate the ship’s passage as she moved intot he Lagan River. White Star Line did not officially christen her ship. “A reporter from the Belfast Newsletter remarked that the ship was eager for the baptism it had not received through the lack of a christening ceremony. The cheers and cap-waving of the men on board the ship were taken up and echoed by the spectators in the yard and on the river banks, women waving handkerchiefs and gentlemen their hats.”

*J P Morgan*

The *Olympic* finished her sea trials the same day *Titanic* was launched.

*Olympic* began her maiden voyage on June 14, 1911. Changes were made to *Titanic* based on these her sister ship trial and maiden voyage. These changes made *Titanic* marginally heavier than her sister. *Titanic* was also one hundred feet longer than the *Olympic*. White Star Line intended for the *Olympic, Titanic* and *Oceanic* to sail between Southampton and New York. *Titanic* was scheduled to depart on her maiden voyage on March 20, 1911.
After the *Olympic* collision with the *HMS Hawke* on September 20, 1911, *Titanic* was placed in dry dock and her maiden voyage moved back as repairs were made on her sister.

On March 31, 1912, *Titanic* was fitted out. *HMS Hawke*

*Titanic* began her sea trials on April 2, 1912 in the Belfast Lough. Upon receiving her certificate that declared her seaworthy, she left Belfast for the last time. *Titanic* was headed to Southampton, ready for her maiden voyage.
Titanic Leaves On Her Maiden Voyage

*RMS Titanic* arrived in Southampton on April 3, having just finished her sea trials.

*Titanic* was scheduled on the trans-Atlantic journey from Southampton to England. A trip she was scheduled to make every three weeks {alternating with *Olympic* and *Oceanic*}. 

*Titanic* was docked at the White Star Dock which had been specially constructed to hold the *Olympic* and *Titanic*.

Captain John Edward Smith was put in charge of the vessel for her maiden voyage. Captain Smith had a long, distinguished career with the White Star Line and had been the captain of the *Olympic*. Smith joined the White Star Line in 1880 as the fourth officer on the *SS Celtic*. He joined the Royal Naval Reserve in 1888. Later he became a commander of the Royal Naval Reserve and by 1895 he was Captaining the *Majestic* for the White Star Line. King Edward VII awarded him the Transport Medal in 1903. He was regarded as a “safe Captain” and before the end of the decade became known as the “Millionaire’s Captain.” From 1904 onward, Captain Smith was placed in command of the newest ships owned by the White Star Line.

By the time Captain Smith took command of the *Olympic*, he had built a reputation as “one of the world’s most experienced sea captains.” When the *Olympic* collided with the *HMS Hawke*, Captain Smith was in command.

On April 10, 1912 Captain Smith boarded *Titanic* at seven am. He had an eight o’clock meeting with the Board of Trade.

Third class passengers were the first of the passengers to board. This was due to the large number and the need for them to pass a health inspection.

First and Second Class passengers boarded within the hour of departure. Many were personally greeted by Captain Smith as they came on board. Nine hundred and twenty-two passengers embarked at Southampton.

*Titanic* pulled out of the Southampton at noon. Her strength caused water to bulge and the moorings to break on the ship, New York. The Vulcan took hold of the New York’s ropes, as Captain Smith ordered the engines be put “full astern.” Smith’s quick action helped divert disaster as the collision was avoided by only four feet.
Titanic headed to the English Channel and sailed the seventy-seven nautical miles to Cherbourg, France. She arrived four hours after leaving Southampton, where the SS Traffic and SS Nomadic ferried passengers to the huge ocean liner. Within ninety minutes the Titanic boarded the additional two hundred and seventy-four passengers (24 disembarked).

Titanic picked up anchor and headed towards Queenstown, Ireland for her last stop. She pulled into Cork Harbour the next morning at 11:30am. Once again tenders had to be used to ferry the one hundred and twenty second and third class passengers aboard (7 passengers disembarked).

Among the departures was Jesuit candidate, Father Francis Brown, who took many photographers of the ship.

Father Brown

At one thirty on the afternoon of April 11, Titanic weighed anchor and headed towards the Atlantic Ocean.

Passengers soaked up the amenities and luxuries. Temperatures remained mile on Friday and Saturday, but a cold front appeared on Sunday, April 14. Iceberg warnings were numerous, but were generally ignored. Captain Smith himself had declared that he could not "imagine any condition which would cause a ship to founder. Modern shipbuilding has gone beyond that."

No one imagined that Titanic and their lives were moving towards an iceberg and a date with destiny.
Music on the Titanic

The musicians on the RMS Titanic are considered heroes. They played under the worst circumstances and continued until the last possible moments.

All of the band members on board were considered Second Class Passengers. They were employed by Messrs C. W. & F. N. Black of Liverpool and not on the White Star Line payroll. The White Star Line had their own songbook and the musicians were expected to know all of these tunes by memory.

In total there were eight musicians on board. There were two groups that performed at different times and places. A quintet played at teatime, for after dinner parties and for Sunday Services. The trio consisted of a violin, cello and piano that played in the reception room outside the A la Carte Restaurant and the Café Parisian. When they gathered together as the Titanic began to sink, it was probably the first time they’d all played together. Dancing was not encouraged in this era, so the music served as a background to good conversation or a game of cards.

Wallace Hartley was the leader of the Titanic band. He’d been on the Cunard line, most notably Lusitania and Mauretania, which Olympic and Titanic were built to rival. The opportunity to play on Titanic with the riches and most distinguished passengers was too great of a lure for him, as it would be for almost any musician of the day.

As the first lifeboats loaded, these men gathered in the 1st Class Lounge where 1st class passengers were assembling to play. As the seriousness of the situation became apparent the band moved with passengers to the Boat Deck near the Grand Staircase.

We don’t know exactly what was played, but we do know the music was cheerful and gay. The selections were mostly ragtime selections and waltzes that gave the impression to
the passengers on deck that all was under control; there was no need to panic. Many of the survivors expressed their gratitude to the Titanic band for helping to maintain an air of decorum during the scramble for the lifeboats. Others have criticized the band for playing. Some felt that having the band on deck gave people a false impression that things weren't that bad and it caused many to take the situation lightly, thus preventing more from entering the lifeboats. This argument is left to conjecture, but what is known is that the band's music did help to soothe the passengers and most likely prevented panic as the last of the boats were leaving.

At 2:00 A.M. the last boat, Collapsible D, left the ship. It was now 2:05 A.M. more than 1,500 people were still aboard. The Titanic sank lower and lower at the bow, and the stern began to rise out of the water. There was little time now. The band continued to play. The deck became so steep that bandmaster Hartley released the musicians from duty. Alone, he began the first notes of a simple hymn. One by one the bandsmen, choosing not to leave joined in. It was the last song the band would play and the last song survivors heard before the boat broke into two pieces. Minutes later the entire band was washed away by a sudden wave as the Titanic made its final plunge.

We know from a report to the Trade Union of Musicians of Britain that none of these men were wearing life jackets. One can only imagine how difficult it was to continue to play as the ship began to tilt and slowly moved upright. These men knew that they were in the last minutes to their lives. The Trade Union also reported that the musicians were ordered to play in order to avoid panic. Almost all of the survivor reports talk about how calm everyone was and this due to the band playing.

On May 18, 1912, the body of bandmaster Wallace Hartley was laid to rest in what some called "pageantry beyond belief." 30,000 mourners packed the streets of Colne, Hartley's birthplace in the hills of Lancashire, England. Seven bands played as his rosewood casket was carried throughout the streets. Musicians, Aldermen, police, clergy, miners and the curious were all there to pay their respects to this Titanic hero. The world came to thank Hartley for his courage and for the courage of the other band members for their willingness to stay on deck and play, even while the Titanic was taking her last dive. Their courage and bravery was not in vain. The world that day said thank you.

One second class passenger said: "Many brave things were done that night, but none were more brave than those done by men playing minute after minute as the ship settled quietly lower and lower in the sea. The music they played served alike as their own immortal requiem and their right to be recalled on the scrolls of undying fame."
A newspaper at the time reported "the part played by the orchestra on board the Titanic in her last dreadful moments will rank among the noblest in the annals of heroism at sea." Neither White Star Line nor the C.W. & F.N. Black agency had any insurance on the musicians. Each company blamed the other. This sad occurrence caused much heartache and hardship for the families of these musicians.

Wallace Hartley’s body was only one of three of the musicians found and identified. His instrument was still strapped to his body. When a colleague, Lewis Cross, asked Harley about a shipwreck while serving on the Celtic. Hartley smiled and said, "Well, I don't suppose it will ever happen, but you know music is a bigger weapon than a gun in a big emergency, and I think that a band could do more to calm passengers than all the officers." Elwane Moody reported that when asked about a sinking, Hartley replied, "I don't think I could do better than play "O God, Our Help In Ages Past" or "Nearer My God, To Thee."

As we all know, it’s believed the last song the band played before the Titanic went under was "Nearer My God, To Thee."
**First Class Life on the Titanic**

The first class passengers on the *Titanic* were living in the lap of luxury. Some of the richest people in the world were traveling on the *Titanic* for her maiden voyage. This included prominent members of the upper-class that included politicians, businessmen, bankers, professional athletes, industrialists and high-ranking military personnel. Most of those on in first class were traveling with an entourage which might include one or all of the following: a nurse for the children, a maid, valet, cook, and chauffeur. A first class ticket ranged anywhere from thirty pounds to 870 pounds. In today’s money you could expect to pay an average of $70,000 per first class ticket. The more expensive rooms were a parlor suite and usually had a private promenade deck.

Everyone is familiar with the breathtaking Grand Staircase with the glass dome over it, but the *Titanic* had many other amenities, including electricity and the wireless Marconi system. Other amenities found on the First Class deck included a Parisian Café, A La Carte Restaurant, tea gardens, reception room, verandah café, heated swimming pool, gymnasium, library, squash court, barbershop, kennel, elevators, smoking room, Turkish bath, dining saloon, reading and writing rooms, and enclosed promenade decks to walk and sit on. Many first class passengers had their pets with them on the voyage {two dogs were saved}.

The *Titanic* sailed during the Edwardian Age where the food and wine flowed freely and people still dressed for dinner. On deck a bugler will signal the dinner hour had arrived. A meal was an experience and not something to be rushed through. All first class meals provided numerous options to choose from. Lunch seemed to be more laid back with either a buffet or a special request from the grill. In the book “*Last Dinner on the Titanic*” the author provides menus for meals that consist of ten to fourteen courses. A first class menu was found after the sinking for Sunday, April 14, 1912 {the night of the disaster}. The menu for that evening consisted of the following: the first course consisted of an hors d’oeuvres; second course had a selection of soups; third course was a poached salmon; fourth course consisted of filet mignon with vegetables; fifth course gave you a choice of lamb, duck or beef with more vegetables; sixth course was a punch to clean the palate; seventh course was a roast squab, ninth course was a pate and the tenth course consisted of deserts such as pudding, fruit, ice cream, etc. Different wines were served with each course and following the last course fresh fruit and cheeses were available. The men would then excuse themselves to retire to the smoking room for coffee, cigars and their desired spirits.
People of this era knew nothing but a life of opulence and grandeur. There were those few that had planned to be on the Titanic but had to cancel at the last minute for various reasons. A few of these were J.P Morgan and Milton Hershey. Ironically Alfred Gwynne Vanderbilt I cancelled his trip on the Titanic at the last minute, but died in the sinking of the Lusitania in 1915 {the ship Titanic was built to rival}.

Listed below is a small sampling of some of the First Class Passengers traveling on the Titanic for her maiden voyage:

**John Jacob Astor IV** was the richest man on the ship. He inherited millions and made millions more in real estate, but also had other business interest. One of these other interests was a novel he published in 1894. He built the Astoria Hotel, labeled “the world’s most luxurious hotel.” He divorced his first wife in 1909 and at the age of 47 married 18 year old, Madeleine Force, in 1911. His new wife was a year younger than his son, Vincent. Their marriage caused a scandal and the couple decided to honeymoon Europe and Egypt. Margaret Brown also accompanied the couple on their travels abroad. The couple decided to return home to New York when they discovered Madeleine was expecting. John Jacob put Madeleine in a lifeboat on the Titanic. His body was recovered and there are conflicting reports on the condition of the body. {Most I read say he was badly mangled, but I have seen a few that say his body was in perfect condition.} The belief is that one of the funnels fell on him. Madeline gave birth to John Jacob Astor VI on August 14, 1912. Madeline married two more times and died in 1940.

**Margaret Brown** was coined The Unsinkable Molly Brown by Hollywood. She was never called Molly in real life, though. Her friends would have called her Maggie. She was born in Missouri to Irish immigrants. In 1886 she married James Joseph {JJ} Brown and had two children. JJ Brown eventually became one of the most successful mining men in the United States and the family became very rich. Margaret became very involved with politics and
women’s suffrage. She was spending time with John Jacob Astor and his wife in Egypt, when word reached her that her grandson was ill. Titanic was the next ship to reach New York, so she booked passage. Due to the haste of these decisions few knew she was even on the Titanic. Upon the Carpathia, Margaret worked nonstop to help the other survivors. She was the last Titanic survivor to disembarked from the Carpathia at 3am. While aboard the Carpathia she’d helped establish the Survivor’s Committee. She continued to travel and help the less fortunate before her death in 1932.

Isidor Strauss was co-owner of Macy’s department store. He’d also served in the US House of Representatives. In 1871 he married Rosalie Ida Blun and the couple had seven children. After the Titanic hit the iceberg, Ida refused to leave her husband, reportedly saying “I will not be separated from my husband. As we have lived, so will we die, together.” They were last seen sitting on the deck holding hands. His body was recovered, but hers was never found.

Dorothy Gibson was born in 1889 and a silent film actress. She was also a singer and dancer, appearing on Broadway. She was artist Harrison Fisher’s favorite model. After being rescued from the Titanic, she went on to make a film about the ordeal a month later. Saved from the Titanic is her best known performance, although the film no longer survives. In the film she played herself and wore the same clothes she had on the night of the disaster. It is reported that she was playing bridge at the time of the disaster. She died in France in 1946.

Archibald Butt was an influential military aide to Presidents Theodore Roosevelt and William Howard Taft. He was returning home from a six week vacation. When the ship hit the iceberg, he was playing cards in the first class smoking lounge. He went down with the ship and his body was never recovered. It is reported that both President Roosevelt and President Taft took the loss very hard.
Bruce Ismay conceived of the Titanic at a dinner with Lord Pirrie (Harland and Wolff Shipyard) in 1907. The duo decided to build three ships (Olympic, Titanic, Britannic) to rival Cunard Line’s Lusitania and Mauretania. He entered a lifeboat and was saved. Reports differ as to when in the evacuation he entered the lifeboat. He was shunned and heralded a coward by many because he allowed himself to be rescued. He testified in the hearings that he turned away in the final moments and could not watch the Titanic make its final plunge. He stayed out of the public eye until his death in 1937.

Thomas Andrews was the designer and oversaw the building of RMS Titanic and her sister ship, RMS Olympic. He was familiar with every detail of these two vessels. After the collision, Captain Smith summoned him to survey the damage. He had the overwhelming job of informing the Captain of the ship’s imminent sinking. As the evacuation began, Andrews searched for passengers and encouraged them to put their lifebelts on. He went down with the ship he helped create and his body was never found.

The story of the Allison Family is a very sad story. Hudson was born a farmer’s son in 1881. He made his wealth as an insurance agent. “Hud” married Bessie Waldo Daniels in 1907 after meeting on a train. The couple were devout Methodist and had two children, Lorraine and Trevor. Trevor was baptized at the church John Wesley preached at in Lincolnshire, England. In December 1911 the family went to Europe on a pleasure/business trip. They rearranged their plans to return home with friends aboard the Titanic. At the last minute the couple hired, Alice Cleaver, to care for their son Trevor. After the ship collided with
the iceberg, Alice took Trevor and boarded a lifeboat. Bess and Hud had no idea what happened to their son and searched everywhere. At one point it seems Alison and Bess had a chance to get in a lifeboat, but not knowing where her husband was Bess took her daughter and went in search of her missing husband. What is known is that Trevor was the only survivor from this family. Hud’s body was the only one in the family recovered. Two-year-old Loraine was the only child in first or second class to perish.

**Benjamin Guggenheim** inherited his riches. He was traveling on the *Titanic* with his mistress, a French singer. Also in his party were his valet, chauffeur and a maid for his mistress. He slept right through the collision with the iceberg and had to be awakened and forced to put on a lifebelt. Realizing there was no hope for survival after putting his mistress in a lifeboat, he and his valet dressed in evening wear and was seen heading down the Grand staircase. It is reported he said "We've dressed up in our best and are prepared to go down like gentlemen." He also sent a message for his wife. Guggenheim, his valet and his chauffeur all went down with the *Titanic*.

**Edith Louise Rosenbaum Russell** was born in Ohio in 1879. She worked as a fashion writer, consultant, importer, buyer and stylist. By 1912 she was running her own service in Paris. She spent Easter reporting on the Paris races and decided to return to the states. After the impact she could see the berg glide by her window. She boarded the *Titanic* as a first class passenger. She had a musical toy pig, named Maxxie, her mother gave her. The night of the sinking she wrapped the pig in a blanket and the officers believed the bundle was a baby and placed the bundle in a lifeboat. Having refused to enter a boat previously, Edith jumped in after Maxxie. Throughout the long night she would wind his tail and allow him to sing the maxixe {a French dance} to entertain and calm the children. At least for a short time it helped everyone forget the cold, fear of the unknown and cheer up the occupants in the boat during that long, uncertain evening. She died in 1975. Her story is now a children's book, *Pig on the Titanic: A True Story*.

**John Thayer** was Vice President of the Pennsylvania Railroad. He is also well known as a first class cricketer. He was married to Marian Longstreth Morris and they had four children. His son Jack III was on board the ship with him. He safely put his wife and her
maid into a lifeboat. John Thayer went down with the ship shortly before his 50th birthday and his body was never identified. His son, Jack, was able to swim to an overturned collapsible boat “B” where he was later rescued. He died in 1945. Robert Ballard used information from his 1940 memoir to find the Titanic’s final resting place.

Archibald Gracie IV was a writer, historian and real estate investor. He spent much of his time aboard ship reading in the library and serving as a dining companion for the ship’s unaccompanied women. He spent much time recounting his research and interest in the Civil War and Chickamauga Campaign. As the ship went down, Gracie jumped and was able to make it to the overturned Collapsible “B” boat. He and many others hung on to this boat throughout the night. He immediately started on his book about the sinking when he reached New York. His health was severely affected by the ordeal and he died eight months later on December 4.

Lady Lucy Gordon was a leading fashion designer of the early 20th Century. She held the precursor to the modern day fashion show and was one of the first designers to use a mannequin. She was famous for designing lingerie. She was known as Lucile and travelling with her husband, Sir Cosmo Duff Gordon. The couple was traveling under the names Mr. and Mrs. Morgan. They were two of only twelve people in their lifeboat. Accusations were later thrown at them of bribing the crew not to return to pick up people in the water for fear of being swamped. Lucile became a fashion columnists and critic later in life. She was scheduled to be aboard the final voyage of the RMS Lusitania but cancelled due to illness. The couple died four years to the day apart. He in 1931 and she in 1935.
Second Class Life on the Titanic

The second class passengers on the Titanic were what we would consider today to be the middle class. The travelers in second class consisted of professors, authors, clergymen, and tourist. Many of these passengers would have traveled as first class on other vessels. A second class ticket at that time cost approximately 13 to 79 pounds, which would be the equivalent of $1800 today.

The entrance to the Second Class dining room was nowhere as beautiful and magnificent as the well know First Class Grand Staircase. The second class passengers did have a library and smoke room in addition to their dining hall.

In contrast to the Ten Courses First Class Passengers had for dinner, Second Class Passengers only enjoyed three courses. The first course would consist of soup, the second course was the main meal, and the third course were the desserts which were followed by coffee.

The following are a sampling of 2nd class passengers:

Father Thomas Byles was on his way to New York to officiate at his brother’s wedding. On Sunday morning he said mass in both the second and third class lounges. He was walking the upper deck when the Titanic struck the iceberg. He helped third class passengers to the boat deck and lifeboats. Near the end he is reported to hear confessions, recite the rosary and give absolution. He went down with the ship and his body was never identified.

There was one other priest in second class, Father Joseph Peruschitz, who also perished. Lawrence Beesley reported both men were together hearing confessions.

Rev. John Harper was a Baptist minister. He was born in Scotland in 1872 and began preaching by the age of 18. In 1912 he was serving a church in London. He was traveling with his daughter and sister-in-law to preach at the Moody Church in America. By the time he boarded the Titanic the thirty-nine year old was a widower. His daughter and niece were safely
placed in a lifeboat. Survivors reported Rev. Harper preached the gospel until the very end, “converting those in the freezing water before dying in it himself.”

Lawrence Beesley was a teacher and wrote the first published account of the Titanic disaster just nine weeks after the event. He was reading in his cabin when the collision occurred. He died in 1967.

Joseph Laroche was the only black passenger on the doomed liner. He was travelling with his French wife and their two daughters. He held an engineering degree and was returning to his native Haiti for work. The family boarded the Titanic after discovering that aboard the La France their daughters would not be allowed to dine with them. Joseph perished with the ship. His wife and daughters returned to Paris, where his wife gave birth to a son.

Michel Navratil had kidnapped his two children, three and a half year old Michel Jr and two year old Edmond, when he boarded the Titanic. He was travelling under the name Louis M. Hoffman. He placed his sons in Collapsible D, the last lifeboat launched. His body was recovered and buried in Halifax. Articles ran on “Titanic Orphans” in hopes of finding information on their family. Until their mother was located they stayed with first class passenger, Margaret Hays. Their mother, Marcelle, sailed to New York and reunited with her sons on May 16, 1912 before taking her sons back to France. Edmond joined the French Army during WWII where he was captured as a prisoner of war. He escaped, but it affected his health and he died in 1953 at the age of 43. Michel received his doctorate and became a professor of philosophy before he died at the age of 92 in 2001.
Benjamin Hart was traveling with his wife, Esther, and daughter, Eva. The family was traveling to Winnipeg, Canada. Esther felt that to call the ship unsinkable was to “fly in the face of God” and felt uneasy about the voyage. Benjamin did not survive. His wife died in 1928. Eva was haunted by nightmares, which she confronted head on after her mother’s death. She worked as a singer and magistrate in England. She was one of the most outspoken survivor’s and remained active in Titanic related activities until her death in 1996. She said: “If a ship is torpedoed, that’s war,” she once said. "If it strikes a rock in a storm, that’s nature. But just to die because there weren’t enough lifeboats, that’s ridiculous."

Kate Phillips was nineteen and traveling with her married employer, Henry Samuel Morley, under the assumed name Mrs. Marshall. Her daughter, Ellen, is believed to have been conceived on the Titanic. Morley perished and Kate Phillips returned to her home in England. Their daughter was born in January of the following year and raised by Kate’s parents.

Annie Clemmer Funk was a missionary in India, returning to her home in Bally, Pennsylvania. She’d been away for over six years and was returning because of her mother’s ill health. The ship was an incredible contrast to her life and work in Janjigir, India. Annie was boarding a lifeboat when a woman rushed past shouting for her children. She gave up her seat for this woman. Her family didn’t know she was on Titanic, because she’d been moved from another ship due to the coal strike. Six years earlier on her journey to India she wrote “Our heavenly Father is as near to us on sea as on land.”

Edwina Troutt was scheduled to travel on the Oceanic, but transferred to the Titanic because of the coal strike going on at the time. While boarding the lifeboat, she was handed a five month old child, which she held all night. She died in 1984, six months after her 100th birthday.
Third Class Life on the Titanic

Third class passengers were in the steerage. They were primarily immigrants moving to the United States and Canada for a better life. Third class consisted of diverse groups of nationalities and ethnic groups, although the largest number of passengers were British, Irish or Scandinavian. Other countries represented included Finland, Sweden, Bulgaria, Croatia, Russia, Lebanon, Syria and Hong Kong. Passengers ranged from those traveling alone, to single moms traveling with their children {most were going to join their husbands who were already settled in their new homeland} to large family groups.

A third class ticket ranged from seven to forty pounds, which would be approximately $700 today. Children’s tickets were three pounds {about $300 today}. Depending on their port of departure, some tickets also included the price for rail travel.

I was surprised in my research to discover that third class had automatic flushing toilets, while first class did not. The reason being most “third class passengers were unfamiliar with indoor plumbing and may not remember {or understand} the need to flush the toilets themselves”.

Third class life was a lot simpler than what the first and second class passengers were enjoying. Third class passengers had a simple berth which was shared with other passengers, along with a smoking room and general room.

Third class passengers had to make their own fun. Children would have played on deck and as represented in the popular 1997 film, it is very possible that an impromptu dance took place.

Meals on the Titanic were very simple for the Third Class, but succulent compared to what these passengers might be familiar with on land. Third class only had one course that was served. The menu found for the night of the sinking consisted of soup, roasted pork, two or three vegetables, pudding and biscuits. Looking at the menu it seems this is the noontime meal {compared to the large meals being in the evening for the First Class and Second Class}. Third
class would enjoy tea in the midafternoon with beef and biscuits. Later in the evening coffee was served with a soup and some biscuits.

Before boarding the vessel Third Class Passengers were given a health inspection to check for disease, lice and other infectious infections. The gates were present but they were there to prevent the third class from spreading disease to the upper classes.

Third class was the group hardest hit by the disaster and experiencing the greatest loss of life. The reasons for this are numerous, including but not limited to: first and second class given more importance, many did not understand the true magnitude of the disaster right after the collision with the *Titanic*, at least some of the third class gates remained locked, and many of the passengers that were non-English speaking did not understand.

Sadly there were some families that were completely lost in the sinking. I am including more information about a few of these below:

**The Goodwin Family** were from Fulham, England. Frederick was an electrician, and married to Augusta. They had six children. The family were moving to New York, where Frederick’s brother procured him a job in a power station. The entire family was lost.

**The Sage Family** were from London, England. John George Sage married Annie Elizabeth Cazaly and had nine surviving children by the time they sailed on the *Titanic*. The family was relocating to Jacksonville, Florida where John planned to grow pecan nuts. Some reports say that daughter, Stella, reached a lifeboat but got out when
the rest of her family could not join her. The entire family of eleven perished. Only the body of son, Will, was recovered.

The Andersson Family was from Sweden. Johan and Alfrida had five children. Traveling to Stanton, Iowa. The family was traveling with Alfrida’s sister, Anna Danbom and her family. A traveling companion, Anna Nysten, was the only survivor of the group of eleven.

Milvina Dean was the last survivor of the Titanic upon her death on May 31, 2009. She was only nine weeks old at the time of the sinking. She was traveling with her parents, Frank and Georgette, and brother, Bertram. The family was immigrating to Wichita, Kansas where her father had a cousin. Bertram was separated from his mother and sister and not reunited until they were on the Carpathia. Her father perished in the disaster and the family returned to England in May. Milvina did not know she’d been on the Titanic until her mother told her when she was eight years old. She worked for the British Government during WWII. Her brother, Bert, died on the anniversary of the Titanic’s sinking in 1992.

Frank Goldsmith was traveling with his parents, Frank and Emily Alice. The family was from Kent, England and immigrating to Detroit, Michigan. Emily was the only one of nine children that had not moved her family across the Atlantic. The father, Frank, went down with the Titanic. Frank lived near Tiger Stadium, where the crowds were so loud they reminded him of the sounds made as people perished in the water. He never took his children to a baseball game because of this. Emily died in 1955. Frank died in 1982.
Rhoda Abbott, better known as Rosa, was the only woman to be plucked out of the cold Atlantic waters that survived. She was travelling with her two sons, Roosmore Edward {age 16} and Eugene Joseph {age 13}, and they were returning from a trip to England. The family had just retired on the night of April 14 when they were awakened by the scraping sound on the side of the ship. The seriousness of the situation was not realized until a steward came around thirty minutes later. The group reached deck as the last of the distress rockets were fired and the last lifeboat was being loaded. Rhoda refused to enter the lifeboat, realizing her sons would not be allowed. All three of them were swept off of the deck and her motherly instinct fought to keep her sons near her. Rhoda resurfaced but her sons did not. Someone reached out and pulled her into Collapsible boat A from the water. Rhoda and the other occupants stayed in the swamped, water filled boat until Officer Lowe arrived later with Lifeboat 14. Rhoda struggled to comprehend her loss and suffered with health problems due to the cold water for the rest of her life. She later remarried but was unable to have more children. She died in 1946.
Alexander's Ragtime Band

This hit was written by Irving Berlin in 1911. The belief is the song refers to the then “new ideas” of standard music that was popping up, from ragtime to the blues and jazz.

Vaudeville singer Emma Carus introduced the song and helped make it popular.

By the time the Titanic sailed in April 1912, the song was very popular and passengers recalled hearing it played many times on that fateful voyage. The song is known to be in the White Star Line Songbook and heard to be played in the early moments of the ship’s sinking.

Numerous performers have recorded this song, which kept it on the charts for five straight decades.

In 1938 the musical Alexander’s Ragtime Band was made, which was loosely based on this song.
The Officers and Crew of the Titanic

The crew kept the ship running smoothly and it took a cast of thousands to keep this huge vessel running smoothly.

![Image of the Officers and Crew of the Titanic](image.png)

The 322 stewards and twenty-three female crew aboard performing more than fifty-seven different functions in the dining saloon’s of each class, public rooms, cabins and recreational facilities. Today we would refer to these men and women as a waiter, waitress, maid, or attendant.

Each class had their own bath and bedroom stewards. These included keeping the areas were supplied, assisting passengers with dressing and serve passengers that desire to eat in their room. These poorly paid crew members were responsible for anywhere from three to twenty five rooms depending on their clientele. Separate stewards were responsible for maintaining clean bed sheets, bathroom towels and table linens.

There were sixty-two individuals working in the galley and kitchen. These consisted of chefs, cooks, bakers, butchers, and scullions {dishwashers}. Thirteen of these crew members survived.

![Image of the Purser’s Office](image.png)

The Purser’s Office employed four clerks to deal with the passenger’s needs and requests.

Below ship the engineers and coal men worked to keep the engines running smoothly. Their sleeping conditions were cramped bunk rooms.

Above deck Captain Smith and his officers were on duty to steer and navigate the vessel.

Below is just a few of the crew that worked on this beautiful ship:
Captain Edward John Smith had been working for the White Star Line since 1880. He quickly rose through the ranks to become the favorite Captain of many first class passengers. He was known as the “Millionaire’s Captain” and some passengers would only sail with him. He was regarded as a “safe captain” in 1903. He captained such ships as the Majestic, Baltic and Adriatic, all the largest ships of their days. When Titanic’s sister ship, Olympic, launched in 1911, Captain Smith was put in charge. He had a reputation as one of the world’s most experienced sea captain. He was in charge of the Olympic when it collided with the HMS Hawke on September 20, 1911. The repairs on Olympic pushed back Titanic’s maiden voyage almost three weeks. Most reports stated that Captain Smith planned to retire after Titanic’s maiden voyage. However according to Wikipedia the Halifax Morning Chronicle reported on April 9, 1912 that “Smith would remain in charge of Titanic "until the Company (White Star Line) completed a larger and finer steamer." On the night of April 14, 1912 he attended a dinner party in honor of George Widener. Stories vary as to how Captain Smith spent his final moments, but he went down with his ship. His body was never recovered. Edward J. Smith left behind a wife and young daughter. A monument was erected to him in Lichfield, England.

Violet Jessop was the oldest of nine children. She began working on the Olympic in October 1910 as a stewardess. She was aboard when the vessel collided with the HMS Hawke. She was on the Titanic’s maiden voyage in the same capacity. She was ordered into lifeboat 16, where she cared for an infant. She said the next morning on the Carpathia a woman grabbed the child without saying a word. After the Titanic sinking, she served on the Olympic and Britannic. She was aboard the Britannic in 1916 when the ship hit a mine and sunk in the Aegean Sea. She said she was sucked under and later pulled into a lifeboat. She continued working for the White Star Line and later the Red Star Line, where she took two around the world cruises. At some point she wrote her memoir which were not published until after her 1971 death.

Harold Bride and Jack Phillips were the two British wireless telegraphists that worked tirelessly after the Titanic collided with an iceberg. Phillips was from Surrey, England. He began work for the Marconi Company in 1906 and worked on several
ships for both the *White Star Line* and *Cunard Line*. Bride was the youngest of five children from London, England. He began working for the Marconi Company in 1911. On April 11, the day the ship sailed, the duo celebrated Philips' 25th birthday. On Saturday there was equipment failure and it took all day for them to get it back up and running properly. Reports show Philips delayed in transmitting an iceberg warning to the bridge, at 9:30pm, that could have prevented this disaster.

Phelps sent out CQD and SOS messages while Bride ran messages back and forth to the Captain. Bride reported that Phillips continued working after Captain Smith released them at 2am. Both men were swept overboard and swam to overturned lifeboat B. Phillips did not survive, and Bride said he'd most likely exhausted himself earlier. Bride survived and assisted the wireless operator on the *Carpathia*. He had to be carried off of the *Carpathia* due to injuries to his feet. He continued to work as a Marconi officer aboard ship vessels and died in 1956.

*William Murdock* was on the bridge during the collision. He worked diligently to help load the lifeboats. He had sixteen years maritime experience behind him. He served as First Officer on the Maiden Voyage. The body of the Scotsman was never found.

*Harold Lowe* was from Wales. He claimed to run away at fourteen and begin a life at sea. *The Titanic* was his first trip on the North Atlantic. He was put in lifeboat 14 to help row. He later gathered five lifeboats together and tied them to one another, as he redistributed the passengers. He took the only lifeboat that returned to look for survivors in the water. He picked up four survivors, one of which died in the lifeboat. He remained at sea and joined the Royal Naval Reserve during WWI. He died in 1944.
Charles Lightoller was from Lancashire, England. He went to sea at the age of thirteen and by 1895 survived a cyclone, shipwreck and fire at sea. He briefly left the sea life for other pursuits but soon returned. He served as Second Officer on the Maiden Voyage. He helped load the lifeboats. Once in the water he saw for Collapsible Boat B and stayed upon it all night. He was the most senior surviving officer to survive. He served in both WWI and WWII British Navy. He died in 1952.

Frederick Fleet was a lookout for the Titanic when she hit the iceberg. He’d been at sea for nine years by the time of the Titanic disaster. He reported “Iceberg Right Ahead” to the bridge. He helped load the boats, survived and continued working on the sea until 1936. He died in 1964.

Charles Joughin was the chief baker that survived the cold 28 degrees of the Atlantic because of his alcohol level. At the time of the sinking he and some other chefs were filling the lifeboats with food and supplies. By all accounts he refused a lifeboat for himself, although he helped others board and threw deck chairs overboard. At some point he found time to consume a considerable amount of spirits. By all reports he stepped off the bow as the ship went down and into the water where he remained for over three hours. His testimony said he swam and teted water until he was pulled into a lifeboat after daylight. He died in 1956.

There were five postal clerks, two American and three British. The five clerks worked to save the 200 bags of registered mail as the hauled the to the upper decks. None of these men survived.
There were **twenty five engineers** and **ten electricians** and **boilermakers** aboard ship. These men were the highest paid of the crew and none of them survived. These men worked feverishly after the collision to keep the ship afloat as long as possible. These men had also been battling a fire in Boiler Room 6 for most of the voyage. There were apparently 163 stokers to keep the boilers running. Only a handful of the stokers, trimmers and greasers survived. A memorial was erected to these men in Liverpool, England. *PBS* is currently running a very interesting special about these men and the work called “*Saving the Titanic.*”
Heroes: The Titanic Band

"They kept it up to the very end. Only the engulfing ocean had power to drown them into silence. The band was playing 'Nearer, My God, to Thee.' I could hear it distinctly. The end was very close." -CHARLOTTE COLLYER, TITANIC SURVIVOR

We have all heard the stories of how the Titanic orchestra played until the ship went under. Still…little is known about these brave men.

A little bit about the band to start with. The band played for the First and Second Class passengers. The White Star Line provided a song book for the musicians. They were expected to memorize all of the songs and play for the passengers upon request. Third class passengers brought their own instruments and provided their own entertainment.

Who were these men?

Wallace Henry Hartley, Titanic's bandleader, was born in Colne, Lancashire, England in 1878. He was introduced to music at an early age by his choirmaster father. He introduced the congregation of his church to the hymn "Nearer, My God, To Thee." He worked for a bank for a short time before joining Huddersfield Philharmonic Orchestra. In 1903 he joined the Bridlington Municipal Orchestra and stayed there for six years. In 1909 he joined the Cunard Line and served on their liners RMS Lucania, RMS Lusitania and RMS Mauretania. During his stint with Cunard, the agency C.W. & F.N. Black, took over to supply musicians for the Cunard and White Star Lines. This bumped Harley and the other musicians up from crew to second class passengers. When he was assigned to lead the band on the new RMS Titanic, Hartley was hesitant to leave his new fiancée, Maria Robinson. He decided the opportunity and contacts was too great an opportunity to pass on. Hartley's body was found two weeks after the sinking. He is buried in Colne, England and a huge memorial stands there in his honor.

Theodore Ronald Brailey was born in 1887 in Essex, England. He was the pianist on the ship. He served for the Royal Lancashire Fusiliers regiment from 1902-1907 in Barbados. In 1911 and early 1912 he played on the RMS Saxonia, and RMS Carpathia. He was 24 at his death and his body was never recovered.
French cellist, **Roger Marie Bricoux**, was born in 1891 in rue de Donzy, Cosne-sur-Loire, France. His father was a musician and the family moved to Monaco when he was a young boy. He learned music in the Italian Catholic Church and Paris Conservatory and won a prize at the Conservatory of Bologna for musical ability. He served with Theodore Brailey on the *RMS Carpathia*. He was the only French musician on the *Titanic*. His twenty year old body was never found. France did not declare him legally deceased until the year 2000.

**John Law Hume**, violinist, was born in Dumfries, Scotland in 1890. He was better known by his nickname, Jock. He had a good reputation as a musician and had previous been on at least five other ships. He died at the age of 21 and his body was recovered. He was buried in Fairview Lawn Cemetery, Halifax, Nova Scotia, Canada. A memorial was erected for him in his hometown of Dumfries. He had no idea that his fiancée was pregnant with his child (a daughter) when he died. After the sinking his father was sent a bill from C.W. & F.N. Black for the uniform. He never paid the fine.

**Georges Alexandre Krins** was born in Paris, France in 1889 and was the *Titanic*’s violinist. In Belgium, he won first prizes and was held in high distinction as a violinist. After a number of other positions, he played at London’s Ritz Hotel for two years before joining the *Titanic*. He was the leader of the trio that played in the A la Carte restaurant. He was 23 years old when he died and his body was not recovered.
John Frederick Preston Clarke played the bass violin and viola. He was from Liverpool. He was 35 when he perished and his body was picked up and buried at Halifax Nova Scotia.

Percy Cornelius Taylor played the piano and cello on board ship. He was from London and his body was not found.

John Wesley Woodward was born in England in 1879 and played the cello. He had been playing music on White Star Line ships since 1909 and was on Titanic’s sister ship, Olympic, when she collided in 1911 with the HMS Hawke. He was 32 years of age when he died.

Only the bodies of Wallace Hartley, John Law Hume and John Frederick Preston Clarke were recovered and identified. They were buried in the different cemeteries for Titanic victims. Wallace Hartley’s funeral was on the level of a State Funeral. Monuments have been erected and dedicated to several of these brave heroes.
Songs Heard on the Titanic

The White Star Line Songbook Had More than 150 Songs for the musicians to learn. The songs were mainly upbeat and consisted of ragtime and waltzes. Hymns would have been appropriate for Sunday services. The musicians were expected to know all of these songs by memory and play any of them upon request from a passenger.

"Let Me Call You Sweetheart" is a very popular song. I have sung it numerous times while dancing with the residents. It was written by Leo Friedman and Beth Slater Whitson. The song was published in 1910.

"An der schönen blauen Donau, Op. 314" (German for On the Beautiful Blue Danube) is better known as “The Blue Danube”. The waltz was written by Austrian composer, Johann Strauss II. Strauss composed the song in 1866. Strauss later made some changes. The words were added by Joseph Weyl, of the Vienna Men's Choral Association's poet at the time.

"Alexander’s Ragtime Band" was written by Irving Berlin the year before in 1911. The song quickly became a hit.

"Oh, You Beautiful Doll" was written by Seymore Brown and Nat D. Ayer in 1911. The 1911 composition is one of the first songs with a twelve bar opening.

"Shine On, Harvest Moon" was written in the early-1900s by the vaudeville team Nora Bayes and Jack Norworth. The due debuted the song in the 1908 Ziegfeld Follies. This is just one of many Moon songs by the Tin Pan Alley composers.

"Jeannie with the Light Brown Hair" was written by Stephen Foster and published in 1854. He wrote the parlor song with his wife in mind.

"Londonderry Air" is a melody that originated in Ireland. The tune became popular around the world, and lyrics such as "Danny Boy" are set to the melody. The melody appeared in the 1855 book The Ancient Music of Ireland. The tune was contributed by Jane Ross, who heard the tune being played in the streets and wrote it down. Other songs with this tune include Irish Love Song
{words by Katherine Tynan Kinkson} in 1894, the hymn "I cannot tell" by William Young Fullerton, and "In Derry Vale." Composer Dottie Rambo married the tune with her lyrics for "He Looked Beyond My Fault."

"To A Wild Rose" Was written by American composer Edward Alexander MacDowell. This short piece was very popular.

"I Want A Girl (Just Like The Girl That Married Dear Old Dad)" was written by Harry Von Tilzer. He was considered one of the best Tin Pan Alley songwriters in the early 20th Century. Some of his other hits were "A Bird in a Gilded Cage", "Wait Til The Sun Shines Nellie", "And The Green Grass Grew All Around", and "The Ragtime Goblin Man".


“The Man on the Flying Trapeze”, was a popular song from the early English music hall days. George Leybourne and Alfred Lee published the song in 1868.

Many of these songs can be found on Titanic compilation music CDs. How many of these songs do you know?
Iceberg, Right Ahead!

Sunday, April 14, 1912 was coming to an end on the Titanic when tragedy struck. That morning passengers attended church services with Captain Smith officiating the First Class sermon. In the evening some first and second class passengers had a hymn sing. A lifeboat drill had been planned for that Sunday morning, but was cancelled for [now] unknown reasons.

Titanic was the largest ship in the world, beating her sister ship, Olympic by one hundred feet. She had the largest engines ever on a ship and was able to generate more steam than any ship. She had the capability of carrying 3,547 people. There were 2,223 people aboard preparing to sleep for the night and the majority of them were not worried. {There were a small handful that testified to premonitions and at least one passenger refused to sleep during at night.} These crew members and passengers had every confidence in the vessel on which they were sailing.

Throughout the day Titanic received a number of ice warnings. The first two were acknowledged by Captain Smith. He’d even ordered a new course, farther south, after receiving a report from RMS Caronia at nine o’clock that morning and RMS Baltic at 1:42pm. That afternoon there were problems with the Marconi wireless equipment. The operators Jack Phillips and Harold Bride spend over six hours that afternoon repairing the faulty machinery. The company that owned the equipment suggested operators wait until they returned to port and allow company technicians to fix the faulty equipment. If Phillips and Bride had followed company protocol, most likely no help signals would have been able to be sent out after the disaster occurred. No one would have known the Titanic needed help and very possibly everyone aboard would have perished.

Ice conditions were the worst they’d been in the last fifty years. With no moon and a calm sea, Captain Smith and his crew had a false sense of safety. Archibald Gracie testified "the sea was like glass, so smooth that the stars were clearly reflected". The ice conditions were attributed to a mild winter which caused a large number of icebergs to break away from the coast of Greenland. Research now shows that the high tides were due to the fact that in January of that year the moon had moved closer to earth than any time in the past fourteen hundred years. There were at least four other ice warnings that did not reach Captain Smith that day. A final message
received from *Californian* at 10:30pm and Phillips replied “Shut up! Shut up! I'm working Cape Race.”

Unaware of the additional ice warnings, the ship did not reduce speed and was running at twenty-two knots {approximately twenty-five miles per hour}. These vessels were constantly driven at close to their full speed, treating hazard warnings as advisories rather than calls to action. It was widely believed that ice posed little risk; near misses were not uncommon, and even head-on collisions had not been disastrous. Harold Lowe testified that standard maritime practice was "to go ahead and depend upon the lookouts in the crow's nest and the watch on the bridge to pick up the ice in time to avoid hitting it." Captain Smith even declared this in a 1907 interview where he said "imagine any condition which would cause a ship to founder. Modern shipbuilding has gone beyond that."

Frederick Fleet and Reginald Lee were the lookouts in the crow nest having gone on duty at ten o’clock that evening. The men had no binoculars with them on this maiden voyage. Fleet spotted the iceberg at 11:39pm. He immediately rang the bell and told Sixth Officer James Moody “iceberg right ahead”. Moody attempted to turn the ship to port {left}. Testimony showed that Moody told Captain Smith he was trying to swing the bow around the iceberg. The engines could not be immediately reversed and it took time to reverse the engines and tillers which resulted in a delay. Had the ship been turned while maintaining full speed the iceberg would most likely have been missed with feet to spare. Less than a minute after spotting the iceberg, the ship collided with the object.

The iceberg was only about two hundred feet above the surface but below the surface it is believed the object went down an additional one thousand feet. The underwater ice scraped the starboard {right} side of the ship for about seven seconds causing chunks of ice to fall onto the deck. The engines stopped minutes later, but the damage was already done as the iceberg buckled the plates and popped the rivets. Boiler room number six soon filled with icy water. The engineers and stokers worked fervently to keep the boilers from exploding from the hot pressure of the steam. The stokers and firemen were ordered to draw down the fire and vent the boilers. Thomas Andrews, the designer, had built *Titanic* to stay afloat with four of her sixteen bulkheads flooded. Each bulkhead was separated by a watertight door, which was immediately closed as water began to seep into the vessel. Water soon spilled over from one bulkhead into the next. One historian said “There has only been one iceberg, and its history lasted for a minute”.

![Iceberg image](image-url)
Many passengers felt a bump or shudder but did not know what it was. Captain Smith felt the collision in his cabin, after going to the deck and being told of the situation he summoned Thomas Andrews. An inspection showed that five of her bulkheads were now flooded and Thomas Andrews had the unfortunate job of explaining to Captain Smith that *Titanic* would indeed flounder within the next hour to ninety minutes. By this time water was pouring in fifteen times faster than she could be pumped out. In the first half hour of impact the ship angled at a 4.5 degree angle, but then slowed down to a five degree angle over the next hour, which gave many aboard a false hope. Both men knew there were not enough boats to save the 892 crew members and 1,320 passengers onboard.

Captain Smith ordered the lifeboats to be lowered at five minutes after midnight. {Time was shipboard time. Testimony shows they were about two hours ahead of Eastern Standard Time}. The Captain also told Phillips and Bride to send distress calls out over the wireless. The mail sorters began moving mail up to the top deck in an effort to save the correspondence. Stewards began moving from door to door to rouse the sleeping passengers. At first many of the passengers and stewards were reluctant to comply, not wanting to believe there was a problem and longing to remain in their warm rooms. At fifteen minutes after midnight stewards began ordering passengers to put on their lifebelts. Due to the sound of the high pressure steam moving from the boilers through the funnels, most on deck found it difficult to hear and had to use hand signals to communicate. Captain Smith was in shock and Officer Lightoller asked if “women and children first” should be loaded into the lifeboats. When the Captain nodded in affirmation Lightoller took charge on the port side and Murdoch took charge on the starboard side. The two officers interpreted the orders completely differently. Lightoller thought it meant women and children only and lowered lifeboats with empty seats if not women or children were around. Murdoch believed the orders meant women and children first and allowed men to board the lifeboats if no women or children were around.

The lifeboats were able to hold about sixty-eight people, but the first lifeboat to leave only had twenty-eight people aboard. *Titanic* was designed to accommodate sixty-eight lifeboats but only had sixteen wooden and four collapsible boats onboard. These boats were intended to be used in event of emergency to transfer passengers to another ship and not to clear the entire boat. The majority of passenger ships at that time did not have enough lifeboats for their passengers,
however had more than the law required. Due to lack of training the crew was unprepared for such an emergency. All reports seem to show that Captain Smith was in shock. In his long and illustrious career the only collision he’d encountered at sea was when the *Olympic* collided with the *RMS Hawke* and was damaged. The band came on deck and began to play music to keep the passengers calm. At first they played upbeat ragtime pieces but most people believe the final song they played was “*Nearer, My God, To Thee.*”

Passengers were reluctant to load the lifeboats at first. John Jacob Astor declared: “*We are safer here than in that little boat.*” Rocket flares were sent up as a call for help. The *California* was nearby but the wireless operator turned his radio off at eleven thirty that evening. First and second class passengers had a better chance of reaching a lifeboat, than third class. This is because United States immigration laws required third class stay quarantined so there was no spread of disease.

By 1:45am the boiler rooms were completely flooded. Lifeboat fifteen was nearly lowered onto another lifeboat. Lifeboat eleven was filled overcapacity. There were not enough seamen to man the boats and other men were allowed to enter to help row. In many of the boats the women helped to man the oars. Panic began to erupt in the last fifteen minutes of the lifeboats being lowered. The severity of the situation was beginning to register with the passengers. Fifth Officer Lowe fired three warning shots to restrain the crowd. The last boat, Collapsible D, was launched at five minutes after two o’clock in the morning with forty-four people onboard. Shortly after this boat left Captain Smith is reported to say *“Now it's every man for himself.”*

The *Carpathia* answered the *Titanic*’s distress call at 12:25 am. The last CQD message was received by *The Virginian* at 2:17am. Half an hour earlier *RMS Olympic* messaged from 500 miles away: “*Am lighting up all possible boilers as fast as can*”. But it was too late.

At 2:15am the stern began to lift to a thirty five to forty degree angle and water rapidly poured into the ship. Father Thomas Byles was hearing confessions and giving absolutions. Thomas Andrews was last seen in the first-class smoking room, without a lifebelt, staring at the
painting above the fireplace. No one knows for sure where Captain Smith was in those final moments, but there reports of seeing him on deck or headed toward the wheelhouse.

Survivors reported hearing a great noise which is now believed to be the boilers exploding. Beesley described it as "partly a groan, partly a rattle, and partly a smash, and it was not a sudden roar as an explosion would be: it went on successively for some seconds, possibly fifteen to twenty". The stern was now raised to a ninety degree angle as the ship split in two. After another minute, the lights flickered once and then permanently went out, plunging Titanic into darkness. Jack Thayer recalled seeing "groups of the fifteen hundred people still aboard, clinging in clusters or bunches, like swarming bees; only to fall in masses, pairs or singly as the great after part of the ship, two hundred fifty feet of it, rose into the sky."

Titanic sank at 2:20am. Two hours and twenty minutes after she hit the iceberg. Mrs. Stephenson in lifeboat number 4 stated, "She then gave her final plunge and the air was filled with cries. We rowed back and pulled five more men from the sea. Their suffering from the icy water was intense and two men who had been pulled into the stern afterwards died, but we kept their bodies with us until we reached the Carpathia, where they were taken aboard and Monday (April 15) afternoon given a decent burial with three others."

Hundreds were plunged into the icy waters, which were reported to be twenty-eight degrees. The cries of those fighting for their lives were horrific. Second Officer Lightoller described the feeling of "a thousand knives" being driven into his body as he entered the sea. Some of those in the water died of immediate heart attacks but many died from hypothermia which can take about twenty minutes on average. The pocket watch recovered from a victim showed the time stopped at 2:28am. As Beesley later wrote, the cries "came as a thunderbolt, unexpected, inconceivable, incredible. No one in any of the boats standing off a few hundred yards away can have escaped the paralyzing shock of knowing that so short a distance away a tragedy, unbelievable in its magnitude, was being enacted, which we, helpless, could in no way avert or diminish." "The sounds of people drowning is something that I cannot describe to you and neither can anyone else. It is the most dreadful sound and there is a terrible silence that follows it.", described Eva Hart years later.

Only a few in the water survived by swimming to collapsible Boat B. Second Officer Charles Lightoller, wireless operator Harold Bride, chief baker Charles Joughin and Archibald Gracie finally found their way onto the keel of the collapsible. Jack Phillips also made it onto this collapsible but he did not survive the night. After twenty minutes the cries subsided as death
overtook those in the water and there was a long silence. Lady Lucy Duff-Gordon recalled after the disaster a man cried in a dull, monotonous and helpless way. She said that "the very last cry was that of a man who had been calling loudly: "My God! My God!"

Another survivor would remember the "People were screaming and screaming and then the silence was terrible."

After the yells and shrieks subsided Fifth Officer Lowe mounted the solo rescue attempt to help those in the water. The tied five lifeboats together, transferred the occupants and took eight men to help him find survivors. Only a few voices could still be heard. Five people were rescued from the water. Survivor Ida Hippach said "the water was very still and the sky had many stars! You can’t think how it felt out there all alone by ourselves in the Atlantic. And there were so many shooting stars I never saw so many in my life. You know they say when you see a shooting star someone is dying. We thought of that, for there were so many dying, not far from us."

Most of the lifeboats were not properly stocked with emergency provisions. Only one had a lantern. As dawn approached the wind rose and the sea became increasingly choppy. The only thing survivors could do now was to wait and wonder if they would be rescued. Second Office Charles Lightoller and wireless operator Harold Bride were the only ones aware that help was on the way. Carpathia was headed in their direction. Can you imagine being in that life boats, having just experienced this terrible tragedy? Now you are waiting, but you're not sure what you are waiting for. What would you be waiting for?
**Autumn, heard the night of Titanic's Sinking**

There are conflicting reports among survivors regarding the last song the Band played as the *Titanic* was sinking. We know it was either “Autumn” or “Nearer My God to Thee.”

Let’s take a look at “Autumn” for now. I’m familiar with this legend, but knew nothing about the song.

The belief that the song was “Autumn” comes from Harold Bride, the *Titanic*’s junior wireless operator. This is a brief part of his testimony: “From aft came the tunes of the band. It was a rag-time tune, I don’t know what. Then there was “Autumn”…The big wave carried the boat off. I had hold of an oarlock, and I went off with it…The ship was gradually turning on her nose—just like a duck does that goes down for a dive. I had only one thing on my mind—to get away from the suction. The band was still playing. I guess all the band went down. They were playing “Autumn” then…The way the band kept playing was a noble thing. I heard it while still we were working wireless, when there was a ragtime tune for us, and the last I saw of the band, when I was floating out in the sea with my lifebelt on, it was still on deck playing “Autumn.” How they ever did I cannot imagine.”

So what is this song “Autumn” that he referred to? We’re not sure! By that I mean it could have been two very different songs. Francois Barthelemon wrote a hymn tune titled “Autumn”. The commonly held belief is McBride was referring to “Songe d’Automne”.

The hymn, “Autumn” by Barthelemon is the version The Times assumed McBride was referring to at the time. However, this song was not very popular in British society at the time of the Titanic sinking. This tune was written in 1785. Barthelemon was a French born musician who was an associate of Franz Haydn. He wrote hymns, operas, and symphonies among other types of musical composition.

“Song d’Automne” was a waltz written by Archibald Joyce in 1908, and this popular song is known to be in the White Star Line musical book. He was an English composer of popular
music and known as the “English Waltz King”. This waltz was a hit in 1912 society and often referred to as “Autumn.” Many of the passengers that survived recounted hearing this song played a number of times throughout the voyage. Sometimes you’ll also find the piece referred to as “Dream of Autumn.”

The contemporary belief is that Harold McBride was referring to “Song d’Automne” but we’ll never know for sure. Based on the testimony of survivor, Algernon Barkworth, who also heard this song, the belief is upon the completion of this waltz, the band dispersed and moved to the safety of the stern, where they again resumed their playing.
Nearer, My God, To Thee, Last Song Played As the Titanic Sinks

*Nearer, My God, To Thee* is commonly believed to be the last song the *Titanic* played as the ship sank.

The popular hymn was written by Sarah Flower Adams and is loosely based on Jacob’s dream in Genesis 28:11-19. This hymn is considered by hymnology students to be the finest hymn ever written by a woman composer.

Sarah was born in Harlow, England on February 22, 185. Her father, Benjamin Flower, was a newspaper editor and man of prominence. Sarah was active on the stage in her younger days. She won rave reviews portraying Lady MacBeth in London. She worked closely with her sister, Eliza Flower, who was an accomplished musician. Sarah married railway engineer, William Bridges Adams, in 1834. The couple lived in Loughton, Essex, England, where a blue plaque is now dedicated to the public.

Sarah and Eliza worked created many hymns with William Johnson Fox for his hymnal *“Collection Hymns and Anthems”*. It is said Sarah wrote quickly and editors found little to change, many of her songs were praising God. Her longest work is “*Vivia Perpetua, A Dramatic Poem*” written in 1841. While working together Rev. Fox said he wished he could find a song to conclude his sermon on Jacob and Esau. Eliza recommended her sister write the hymn. Sarah spent the next week in prayer and studying the scriptures. The song was published in a 1841 hymnal under the title “*Hymns and Anthems*.” Sarah and Eliza were raised in the Unitarian Church, but its possible Sarah may have converted to the Baptist Faith shortly before her death.

Sarah faithfully cared for her sister when she contracted tuberculosis. Eliza died in 1846, but Sarah had developed the consumption by this time. She died on Aug 14, 1848 at the age of forty-three and is buried at the church in Harlow.
The words Sarah wrote are associated with three different tunes. In the United Kingdom, it is usually sung to a tune known as “Horbury.” This tune was written in 1841 by John Bacchus Dykes.

The tune “Propior Deo” was written by Sir Arthur Sullivan of Gilbert and Sullivan fame. This tune is popular in British Methodist traditions.

Lowell Mason, who is known as writing over 1600 tunes such as "When I Survey the Wondrous Cross", "Joy to the World!" and "My Faith Looks Up to Thee", wedded the lyrics to Sarah’s song with his tune, “Bethany.” Although the lyrics were introduced in 1844, it was after this marriage that the song became popular. This version is the most popular and well known of the three.

“Nearer, My God, To Thee” has proven its popularity through the ages.

The Confederate army band played this song as the survivors of the disastrous Pickett’s Charge (in the Battle of Gettysburg) returned from their failed infantry assault.

The Rough Riders sang the hymn at the burial of their slain comrades after the Battle of Las Guasima.

Legend says the words of this hymn were the dying words of President William McKinley after his assassination in 1901. The hymn was also played at President William McKinley, President James Garfield and President Gerald Ford’s funerals.

Wallace Hartley, the Titanic’s band leader, was known to like this song and request that the hymn be played at his funeral. Survivor accounts differ among which version or melody was played. Friends of Hartley recounted after the sinking, that he had said if he was ever on a sinking ship he would play Nearer, My God, To Thee.
Carpathia Arrives….Titanic Survivors Are Rescued

*RMS Carpathia* arrived an hour after the *RMS Titanic* sunk to her watery grave. Her rockets were spotted by those in the lifeboats at three thirty that morning.

The *RMS Carpathia* was owned by the Cunard Line. Her maiden voyage was on May 5, 1903. {She would be Torpedoed off Ireland by German submarine on July 17, 1918}. She left New York City on April 11, 1912 and was sailing towards Fiume, Austria-Hungary {now Rijeka, Croatia} on April 14, 1912.

Harold Cottam was the Carpathia wireless operator. He missed the initial *Titanic* SOS messages because he was on deck. When he returned Cape Race, Newfoundland told him of the CQD/SOS messages and he then received Titanic’s distress signal. He awakened Captain Rostron who immediately set sail for *Titanic*. They were fifty-eight miles away from the sinking vessel.

Captain Arthur Henry Rostron was given the command of the *RMS Carpathia* on January 18, 1912. He went to sea when he was thirteen years old. In January 1895 he joined the Cunard Line. In 1912 Captain Rostron and *RMS Carpathia* made regular trips from New York City to Fiume, Italy. Headed to Europe the vessel carried a large number of tourist. On the return trip to New York City the steamer would carry emigrants.

This was the first disaster Captain Rostron responded to. However, he spared no effort or cost. He ordered that his lifeboats be swung out, all gangway doors opened, stewards to keep passengers and survivors separate, blankets prepared, extra rooms and the library and smoking rooms prepared, soup and hot drinks ready, rope ladders and extra chairs used to bring the survivors on board, pursers to gather names and stewards to see after the survivors, and the doctor summoned. He clearly rose to the challenge and acted in a timely and professional manner.

Understanding the severity of the situation, Captain Rostron ordered all heat sources to be cut off. This allowed the boilers to work faster, build more power and produce more steam. This
could have been very dangerous with so much ice and he understood this, posting additional
lookouts.

The Carpathia arrived at the scene at four o’clock in the morning. The Captain and crew were
met with a scene of the vast ocean and nothing else upon reaching the given concordance of the
Titanic’s location. Captain Rostrom testified they were met with “only a sea covered with
wreckage and debris”. He ordered the engines stopped as the crew searched for life. Finally
someone pointed out a flare from a lifeboat in the distance.

The passengers on Carpathia were stunned by the scene that greeted them the morning of
Monday, April 15, 1912. One passenger described it as “fields of ice on which, like points on the
landscape, rested innumerable pyramids of ice.”

On board Carpathia was Charles H. Marshall, whose three nieces were travelling aboard the
Titanic. [All three women survived and were surprised to find their uncle upon being rescued].

Lifeboat number two was the first to be rescued at 4:10am. She was under the command of
Fourth Officer Joseph Boxhall. Elizabeth Walton Allen was the first passenger to be brought
aboard Carpathia. She confirmed to the crew that Titanic had indeed sunk.

As passengers were brought on board many were in shock or sobbing, while others quietly
reflected on the events of that night. Many were still under the impression that their loved
ones had been saved and rescued.

The rescue effort took over four hours. Survivors were brought aboard by a variety of
means such as climbing rope ladders, slings, chairs and children hoisted up in mail sacks.

The last lifeboat to reach the Carpathia was number twelve. There were seventy-four people on
board, including Office Lightoller, who was the last to board the vessel. Some of the boats had
been adrift for eight hours. All of Titanic survivors were on the Carpathia by nine o’clock that morning.

On board the Carpathia survivors looked for their loved ones. A few had joyful scenes of being reunited, but most saw their hopes dashed as their loved ones failed to appear and reality began to sink in. After being rescued all of the survivors were inspected by a doctor and given food and drink.

The final count onboard the Carpathia was 705 survivors out of 2223 that had started the Southampton to New York voyage.

After everyone was on board Captain Rostron held a service and moment of silence over the disaster site for those lost at sea.

Due to insufficient resources, Captain Rostrom decided to return to New York instead of continuing on to Europe.

The California arrived at the site of the disaster at 8:30am. Hearing of the sinking she worked her way through the ice to be of assistance. Finding no other survivors she then continued on to Boston.

Titanic’s wireless operator, Harold Bride, was taken to Carpathia’s wireless room where he worked with Harold Cottam. The men did not leave the room and worked transmit a list of survivors names and personal messages to relatives. The men even refused to answer a request from President Taft, requesting information on his military advisor Archibald Butt.

“One of the messages that the New York White Star line did receive from the Carpathia confirming the disaster is as follows:

Steamship Carpathia, April 17, 1912 (via Halifax)

Deeply regret advise you Titanic sank this morning, after collision iceberg, resulting serious loss
life. Further particulars later. Bruce Ismay.

This was received by Mr. Franklin at the White Star office in New York at 9 a.m. on April 17. Two days after the sinking. This gives you an idea of how slow news was traveling.”

Now the passengers and survivors aboard Carpathia had nothing to do but wait to reach New York.
Carpathia Arrives in New York

Three days after the Carpathia picked up the Titanic survivors, the ship docked in New York. Various groups were already working to collect funds to assist the survivors in need of help.

In the last three days the details had been sketchy at best and there was great speculation. Some reports even said that Titanic was being towed in for repairs, that all were lost and that all were saved.

Naturally The White Star Line wanted to believe the more positive reports that all were saved. Their offices were inundated with request from family members, but they did not know anymore than anyone else. They even dispatched a train to Halifax, Nova Scotia with family members of those on the Titanic. When the true situation was realized, the train turned around.

Carpathia arrived in New York on April 18, 1912 at 9:25pm, docking at Pier 34. The voyage had been difficult as she encountered fog, ice, rough seas and thunderstorms. She first stopped at the White Star Line pier and dropped off the Titanic lifeboats. She then moved to the Cunard pier where the passengers disembarked. Only after her arrival did the awful truth sink in.

Small boats greeted Carpathia in the harbor. Family members were on board longing for answers, but most of the occupants were from the press.

One source reported, “Philip Franklin, Vice President of the White Star New York office, was so shocked at the news that he could not believe it and insisted the Titanic was unsinkable. “

Southampton, England had the greatest loss. Titanic had left this town on her maiden voyage only five days earlier. Southampton lost five hundred forty-nine men in the disaster.

About 40,000 people stood on the docks when the Carpathia arrived. Many were heartbroken to realize their loved ones were not there to meet them and had perished in the disaster.
Eyewitnesses reported there "were many pathetic scenes" when the Titanic’s survivors disembarked.

Some survivors were taken to the hospital to treat their injuries. Others made their way to hotels or their home town. Third class passengers were now in a new city without a penny to their name, homeless and broke. The White Star Line and other charities were on hand to provide some short term relief.

Margaret Brown was one of the last passengers to disembark. She’d stayed onboard assisting those in need until everyone had safely disembarked. When she disembarked at three o’clock that morning the press was waiting and swarmed around her. Asking how she survived she replied “Typical Brown luck. I’m unsinkable.” In that moment a legend was born.

Captain Rostron and the Carpathia crew were later awarded for their rescue work. Margaret Brown presented Captain Rostron with a silver cup and gold medal. Crew members were awarded bronze medals and the officers were awarded silver medals. President Taft presented Captain Rostron with the Congressional Gold Medal. Later, King George V would knight Captain Rostron.

Words of sympathy were expressed from around the world. King George V said “The Queen and I are horrified at the appalling disaster which has happened to the Titanic and at the terrible loss of life. We deeply sympathize with the bereaved relatives and feel for them in their great sorrow with all our hearts.” George, R. E.T. I.

After completing his testimony Captain Roston and the Carpathia returned to service. Captain Roston died in 1940.

Services were held for the victims all over the world. In London, services were held on April 19 at St. Paul’s Cathedral.
The Recovery Effort

Before Carpathia even arrived in New York, The White Star Line made efforts to recover the dead from the Titanic disaster. Four ships, including the Mackay-Bennett, were chartered to retrieve the bodies left in the disaster area.

John Snow and Company Ltd, Halifax’s largest funeral directors, were hired to assist with funeral arrangements.

The MacKay-Bennett left Halifax on Wednesday, April 17 for the disaster area. Many vessels reported seeing bodies or wreckage in the Atlantic waters. The crew arrived in the area on Saturday, April 20.

These ships searched for the disaster site for six weeks. The MacKay-Bennett gathered so many bodies they were overwhelmed and quickly ran out of supplies to embalm the corpse. For this reason many third class passengers and crew members were returned to the sea. First class passengers were given priority to be preserved in packed ice and embalmed and placed in a casket. Captain Larnder justified this by saying these first class passengers were wealthy men with large estates to be settled.

Some of the bodies were so badly disconfigured that identification would be impossible. They were wrapped in a cloth and weighted down to be re-committed to the sea. Rev. K. C. Hind conducted a service for the bodies before they were returned to the sea. Each body that was preserved was given a number and the possessions on their body were bagged with the same number.

The Minia, Montmagny and Algerine assisted the MacKay-Bennett in recovering the bodies. The last body recovered was saloon steward, James McGrady. A month later the RMS Oceanic came across Collapsible lifeboat A while on a transatlantic voyage. This lifeboat had three bodies inside.
These vessels retrieved three hundred and twenty eight bodies. One hundred and nineteen of these bodies were buried at sea.

John Jacob Astor IV, the richest man aboard Titanic, was found. His remains were released to his son, Vincent.

The remaining two hundred and nine bodies were brought to the Canadian port of Halifax, Nova Scotia. Most of the victims of the Titanic disaster were never recovered, including Captain Edward J. Smith.

Fifty-nine bodies were returned to their families for burial.

One hundred and fifty bodies were not identified and returned to Halifax for burial. The city’s Mayflower Curling Rink was turned into a temporary morgue. Three different cities in Halifax were prepared to bury the victims. The burials began on May 3rd with many Halifax families turning out to pay their respects.

One hundred and twenty-one bodies were buried at Fairview Lawn Cemetery. Nineteen were buried in the Mount Olivet Catholic Cemetery and ten in the Baron de Hirsch Jewish Cemetery. Headstones were erected by the White Star Line that fall with the victim’s body number {in hopes of identification} and date of death. Some families or groups did commission more elaborate gravestones. Memorials have been erected to Captain Smith, the Titanic musicians and the Titanic engineers.

Fairview Lawn Cemetery also holds the dead from the Great Halifax Disaster of 1917.
Years later when the *Titanic* wreckage was found pairs of shoes were found lying with the debris on the seabed. What a reminder that someone was left with no choice but to walk out of this life into another.
The Titanic Hearings and Aftermath

Upon hearing of the Titanic’s sinking, Senator William Alden Smith called for an immediate investigation. The senate agreed to Smith heading a subcommittee to hear testimony.

Senator Smith One of the first aspects to catch Senator Smith’s attention was correspondence by Bruce Ismay to hold White Star’s RMS Cedric over so he and the crew could immediately return to England. One of these messages was: "Most desirable Titanic crew aboard Carpathia should be returned home earliest moment possible. Suggest you hold Cedric, sailing daylight Friday unless you see any reason contrary. Propose returning in her myself. Please send outfit of clothes, including shoes, for me to Cedric. Have nothing of my own. Please Reply. Yamsi" {Ismay backwards}

Senator Smith left Washington, DC and arrived in New York City as Carpathia was docking. He immediately spoke with Bruce Ismay, who was willing to cooperate.

The hearings began at 10:30am on April 19th at the Waldorf-Astoria Hotel {owned by John Jacob Astor}. Bruce Ismay was the first witness called. A week into the hearing the proceedings were moved to the new caucus room of the Russell Senate Office Building in Washington, D.C. They were the first hearings to be held in that room.

Included is a small sampling of Frederick Fleet’s Testimony:

Senator Smith: Did you make any request for glasses on the Titanic?
Fleet: We asked (for) them in Southampton (England), and they said there was none for us. . . .
Smith: You had a pair of glasses from Belfast to Southampton?
Fleet: Yes, sir, but none from Southampton to New York. . . .
Smith: Suppose you had glasses such as you had between Belfast and Southampton, could you have seen this black object (the iceberg) at a greater distance?
Fleet: We could have seen it a bit sooner.
Smith: How much sooner?
Fleet: Well, enough to get out of the way.

Testimony lasted for over seventeen days, ending on May 25th, with eighty-two witnesses called and over eleven hundred pages of testimony taken.

Issues covered included but were not limited to:

- confusion of crew
- weight capacity of lifeboats
- lifeboats not filled to capacity
- no boat drills for passengers
- why there were not enough lifeboats on board (due to outdated British Board of Trade Regulations)
- ice warnings not heeded
- ice warnings not properly posted
- Titanic trying to set a record
- Captain Smith was blamed for traveling too fast and not slowing down in ice
- failure of nearby ships to respond to the distress signals
- treatment of passengers in the different classes
- efforts to identify the mystery ship believed to be seen

Final testimony ended when Senator Smith visited Titanic’s sister ship, Olympic, to interview it’s crew. The Olympic was now in Port in New York.

The final report was published on May 28th. Senator Smith and the American Senate Investigation were criticized in Britain for their lack of knowledge concerning shipping and sometimes foolish questions.
Here is a portion of the testimony of Second Officer Lightoller, as he was questioned by Thomas Scanlan:

**Scanlan:** "Although there were abnormal difficulties you took no extra precautions whatever."

**Lightoller:** "Have I said so?"

**Scanlan:** "In view of the abnormal conditions and of the fact that you were nearing ice at ten o'clock, was there not a very obvious reason for going slower?"

**Lightoller:** "Well, I can only quote you my experience throughout the last twenty-four years, that I have been crossing the Atlantic most of the time, that I have never seen the speed reduced."

**Scanlan:** "Is it not quite clear that the most obvious way to avoid it is by slackening speed?"

**Lightoller:** "Not necessarily the most obvious."

**Scanlan:** "Well, is it one way?"

**Lightoller:** "It is one way. – Naturally, if you stop the ship you will not collide with anything."

**Scanlan:** "What I want to suggest to you is that it was recklessness, utter recklessness, in view of the conditions which you have described as abnormal, and in view of the knowledge you had from various sources that ice was in your immediate vicinity, to proceed at 21 ½ knots?"

**Lightoller:** "Then all I can say is that recklessness applies to practically every commander and every ship crossing the Atlantic Ocean."

**Scanlan:** "I am not disputing that with you, but can you describe it yourself as other than recklessness?"

**Lightoller:** "Yes"

**Scanlan:** "Is it careful navigation in your view?"

**Lightoller:** "It is ordinary navigation which embodies careful navigation."

Immediately upon the end of the American Senate Investigation, Bruce Ismay and the *Titanic* crew returned to England. There they appeared before the British Inquiry, conducted by the *British Board of Trade*. Due to their own outdated laws, there were few repercussions. Lord Mersey presided over the hearings with several experts. The hearings were opened in the Wreck Commissioner’s Court, Royal Scottish Drill Hall, Buckingham Gate, Westminster, on 2nd May, 1912. Ninety-eight witnesses were questioned during May and June. The final report was published towards the end of July. The employees of the *White Star Line* have been noted as trying to avert any testimony that would damage the shipping line and Captain Smith. The British Inquiry cleared Captain Smith and the White Star Line of any negligence in the loss of the *Titanic*. There are over eight thousand pages of documents on the *Titanic* with the *British Board of Trade*. One very important piece is “Correspondence dealing with the original plans of the *Titanic*, showing the ship was originally to be fitted with 32 boats. This would have given
capacity for over 2,000 people, significantly greater than the 1,178 that were ultimately provided for.”

Both inquiries placed little blame on anyone. Senator Smith did blame Captain Smith for not slowing down in those ice conditions. The British inquiry stated that “maintaining speed and course in such conditions was common practice.”

Both inquiries blamed Captain Stanley Lord of the Californian. Stating “could have rescued all aboard the Titanic if he had taken immediate action to steam towards the liner firing the distress rockets.”

Both investigations presented recommendations for safer travel. Including:

- regular lifeboat drills
- twenty-four hour radio watch on every liner
- all ships accommodate lifeboats for everyone on board
- ship construction should feature watertight decks
- transverse and longitudinal watertight bulkheads as well as high double bottoms
- speed should be reduced in fog, ice or other zones of possible danger

After the inquiries many first class male passengers came under scrutiny for surviving, especially J. Bruce Ismay and Sir Cosmo Duff Gordon.
The *Titanic* disaster also led to the following changes:

- 1914 establishment of *International Convention for the Safety of Life at Sea*
- International Ice Patrol established
- The *Titanic* disaster marked the end of the Edwardian Era. The general feeling of confidence ended, including faith in technology. The rich began to question the meaning of their wealth and the chivalry seen the night of the sinking has not been seen since. Nobody believed in an unsinkable ship after the *Titanic* disaster.

**Note:** James Cameron used the Senate Records when writing his script for the hit movie, *Titanic*. Mr. Cameron has written. "*Those scenes in my film are scripted and staged precisely as the event was described by witnesses.*"
What Happened to the White Star and Cunard Ships?

Everyone knows Titanic hit an iceberg, sinking in less than two and a half hours. So, what happened to her sister ships and the Cunard competition? We’re going to take a quick look at their destinies.

**Olympic**—The Olympic and Titanic were built at the same time. The Olympic was actually the older sister, starting her maiden voyage six months before Titanic began hers. Of the three sister ships, RMS Olympic was the most industrious. Three months after her first voyage, the HMS Howke collided with the ship causing significant damage. Olympic returned to dock while repairs were made. Olympic received Titanic’s distress call and headed to assist her, although she was five hundred miles away. After the disaster, Olympic was refit for service. During World War I she was in service as a troopship. She assisted the HMS Audacious during the Great War, before the Audacious sunk. After the war she returned to Civil Service. After the White Star Line and Cunard merged, Olympic was retired in 1935. She was towed for scrapping two years later. Her fittings were auctioned off. The Grand Staircase can be found at the White Swan Hotel in Alnwick, England. Celebrity Cruises purchased the original wooden panels in the a la carte restaurant and created the Olympic Restaurant on their cruise ship, Millennium.

**Britannic** was the third and largest of the ocean liners. Work began on building her after the Olympic and Titanic were finished. She’d originally been called Gigantic and her name was changed after the Titanic disaster. There were also some various designs were altered due to Titanic. She was launched on February 26, 1914. By the time she was ready for service, England was involved with World War I and she became a war ship in May 1915. In November of that year she became a hospital ship. In November 1916 she was returning from the Mediterranean Sea and was transporting the sick and wounded. At 8:12 on the morning of November 21, 1916 a loud explosion shook her. No one is sure if it was a torpedo or a mine. The severity soon became evident and orders were given to close the watertight door and prepare the lifeboats. At 8:35am the order was given to abandon ship. The ship rolled over on her side and sunk at 9:07am. Britannic was the largest ship lost during World War I. Caique was the first ship to arrive and pulled many men out of the water {the water was much warmer than the night of Titanic’s sinking}. HMS Scourge and HMS Heroic also assisted
in rescuing the passengers in the lifeboats. One thousand and thirty six people were saved and thirty men lost their lives. One of the survivors was also on board the Olympic when she collided with the HMS Hawke and was on the Titanic during that fateful voyage that is Violet Jessop, a stewardess.

*Lusitania* began her maiden voyage on September 7, 1907. She was part of the Cunard line and built by John Brown and Company of Clydebank, Scotland. She was a commercial passenger ship and until the Olympic and Titanic, one of the largest ships on the ocean. Germany declared the British waters a war zone on February 4, 1915. She was due to arrive in Liverpool in early March and issued orders on how to avoid the German submarines. The German Embassy placed an order in at least fifty American newspapers not to sail on the Lusitania. Unknown to her passengers, Lusitania carried hidden cargo of munitions and contraband to help the British war effort. She left New York on May 1. She carried 1,959 passengers, including three German men arrested as spies and another one suspected of the activity. On May 6 the Lusitania was seven hundred and fifty miles from Ireland. A heavy fog surrounded the vessel as speed was reduced. As the fog lifted, a submarine was noticed nearby and the sub attacked. The power quickly failed and the order was given to abandon ship. The rescue effort was further complicated as lifeboats kept turning over. The ship sunk in eighteen minutes, but took several hours for help to arrive from the coast. Almost twelve hundred people were lost and 764 were saved. Captain Turner was washed overboard with the log books but able to climb into a nearby deck chair in the water and survive.

*Mauretania* was the Lusitania’s sister. The ship was named after an ancient Roman province on the African coast. She took her maiden voyage on November 16, 1907. Her early days were spent in civil service and during this time Captain Rostron ran the vessel {he was the Captain on the Carpathia when the Titanic sank}. After declaring war the British government requested she be placed in service. She replaced the Lusitania after her sinking. She returned to civil service on September 21, 1919. In 1928 she was fitted with a new interior. Cunard withdrew the Mauretania from service in September 1934. Her final voyage
was from New York to Southampton. Her furnishings were put up for auction in May 1935. President Franklin D. Roosevelt was one of many former passengers that wrote protesting her scraping. Some of her furnishings are now at the Mauretania Bar on Park Street in Bristol, England. The song, “Firing the Mauretania” is believed to be written as a memorial to her.

Carpathia is the ship that rescued the Titanic passengers. She was also owned the by Cunard line. She was built by Swan Hunter and Richardson in Newcastle upon Tyne, England. Her maiden voyage was on May 3, 1903 from Liverpool, England to Boston. RMS Carpathia was a passenger ship carrying passengers across the Atlantic ocean on their travels. Her biggest glory comes as the ship that sped through the ice to help those waiting in lifeboats after the Titanic sank. Her Captain and crew received numerous accommodations for their work with the Titanic disaster. During World War I she served as a Canadian troopship. On July 15, 1918, Carpathia left Liverpool. Two days later she was torpedoed by a German submarine in the Celtic Sea. She was hit at 9:15am instantly killing three men. The remaining passengers and crew members boarded lifeboats. As she was sinking the submarine resurfaced, firing a third torpedo at the ship. The HMS Snowdrop arrived and drove the submarine away as the submarine turned its missiles toward the lifeboats. The RMS Carpathia sunk at 11am. The Carpathia was found sitting upright on the sea floor by Clive Custler in the spring of 2000. She is located approximately one hundred and twenty miles from the Irish coast. Premier Exhibitions, Inc own the salvage rights on both the Titanic and Carpathia.
Remembering Those that Perished At Sea

These were people living out their everyday life. In third class, most of the passengers were emigrants headed to the New World in hopes of a better life. In second class, we had what today would be considered the average, middle class person. First class was filled with the opulence of grandeur. The most elite and richest people were on this ship, such as John Jacob Astor and Isidor Strauss (founder of Macy’s).

The Titanic was deemed “unsinkable.” After all it was the ship of dreams and no cost had been spared. She was larger and could go faster than any other ship in the world. (She was 1,004 tons larger than her sister ship, Olympic). Life on the ship was unlike anything most of the passengers had ever seen before. They were living it up and relishing this once in a lifetime experience. White Star line chairman was heard to brag that the ship would arrive in New York ahead of schedule and they were going “full knots ahead.”

That Sunday they held services in the First and Second Class Lounges. That evening they held a hymn sing. One of the hymns sung was “For Those That Perish At the Sea.”

A few short hours later the ship hit an iceberg and as we know, history was made. The ship did not have enough life boats, and Captain Smith and his crew had to make a decision who would be saved. From all accounts given, the men acted as gentlemen, assisting the women while realizing they were sealing their fate.

The loss of life is what makes this story so absolutely gut wrenching and connects with so many. This tragedy is a reminder that you never know when your time may come. We all know that one day we will face death, but expect it to be in old age. Tragedies occur that suddenly and immediately change the course of our lives and our destinies. If you approached the passengers at 11:30pm (10 minutes before the ship hit an iceberg) told the 1,517 people that lost their lives that night that they would not live to see morning they would not have believed you.
This tragedy is a reminder of how fragile life is. We never know when our name might be called, but we must be ready. Are you ready? 1 Thessalonians 5:9-11 "For God has not destined us for wrath, but to obtain salvation through our Lord Jesus Christ, who died for us so that whether we are awake or asleep we might live with him. Therefore encourage one another and build one another up, just as you are doing."

There were eight priest on board the Titanic {all Second Class Passengers} for her maiden voyage. Reports of at least three of these men {and probably all eight of them} tell of the way they assisted passengers, refused a place in the lifeboat, heard confessions and said prayers until the bitter end. Rev. John Harper {also a Second Class Passenger} is reported to go around to passengers first on the ship and later in the water {until the moment of his own death} begging and pleading with them to accept Christ into their hearts as he shared the gospel.

Matthew 25:13 tells us to “Watch therefore, for you know neither the day nor the hour.” While Jesus was speaking of the second coming, the same is true for how fragile this life can be.

There are a multitude of stories about the sacrifices made on the Titanic. Ida Strauss decided to stay with her husband and Edith Evans gave up her place in a lifeboat to another woman that had children. These are just two of many, but they made life altering decisions when they were in the moment. The musicians stayed on the ship, playing their instruments to keep the crowds calm. As the Titanic sank that night, one of the last songs they played was “Nearer My God To Thee.” In the last moments of their lives, as the ship was tilting and the realization that the end was near they turned to God.

Who would you turn to if you knew it was your last minutes? Would you share Christ with others in your last moments the way as these men of God made a decision to do? Take a moment of silence to remember those who perished on the Titanic. If Christ called you home {or returned} today would you be ready? {If not then please find a Bible believe church and speak with the pastor.}
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