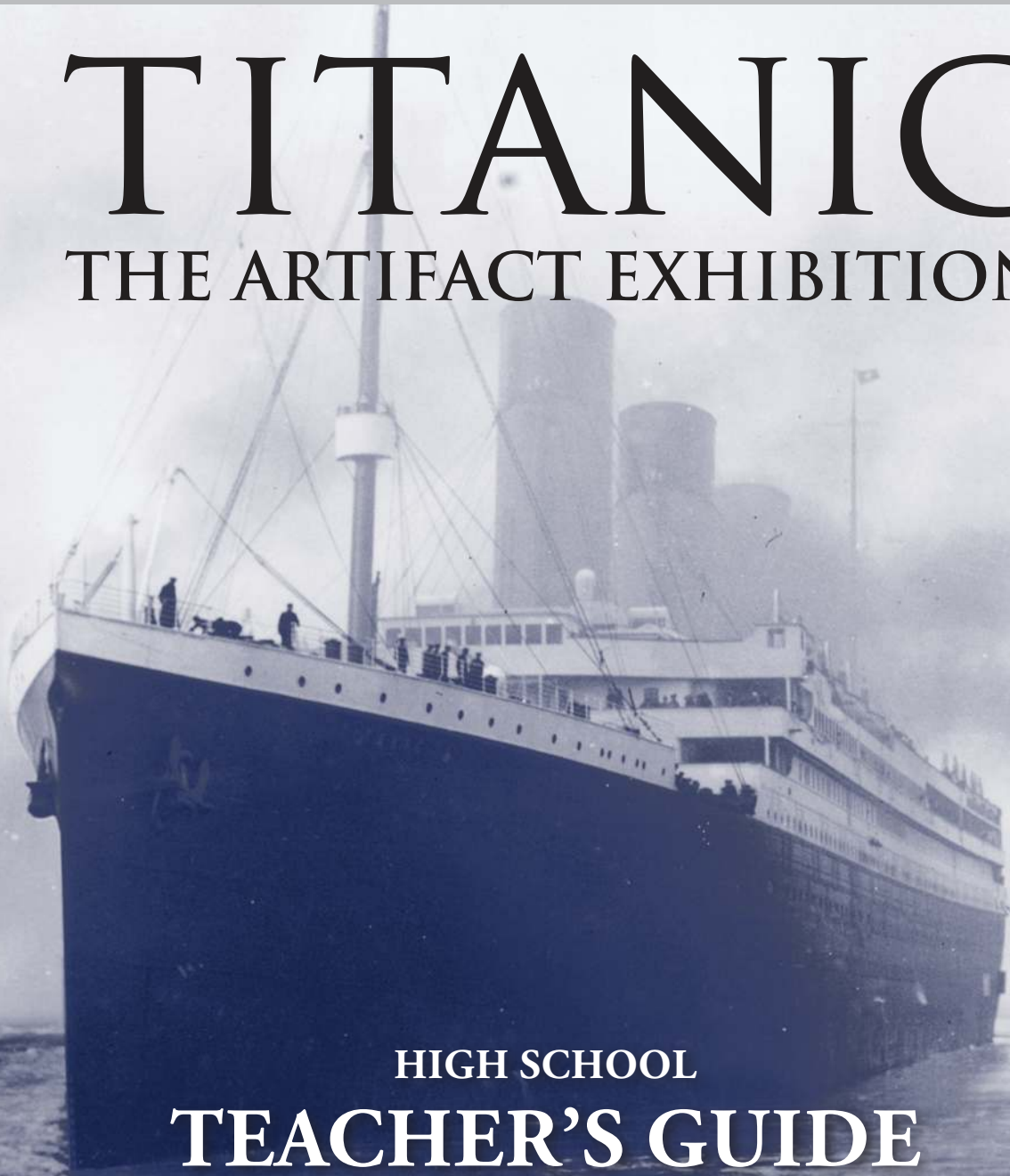




TITANIC

THE ARTIFACT EXHIBITION



HIGH SCHOOL

TEACHER'S GUIDE

CLASSROOM LESSON PLANS AND FIELD TRIP ACTIVITIES

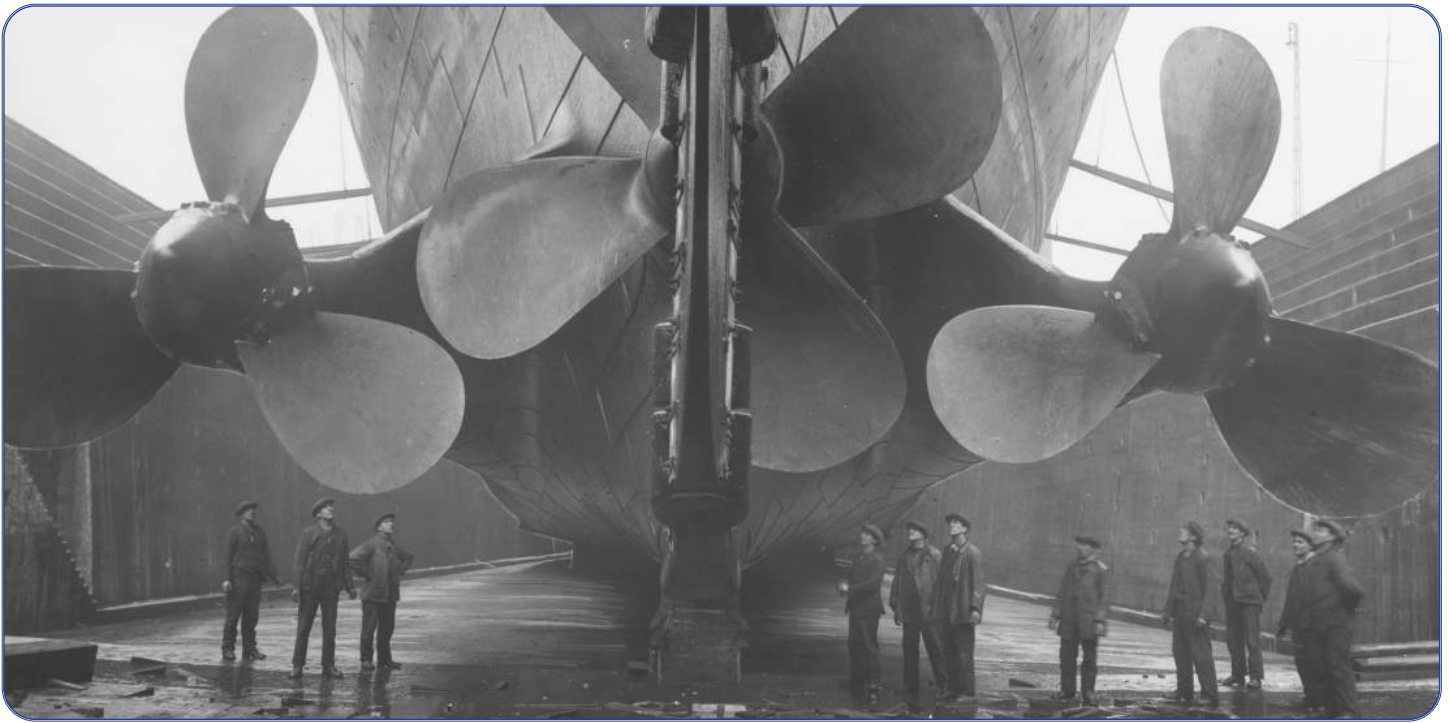


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TITANIC THE ARTIFACT EXHIBITION

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INTRODUCTION

TITANIC THE ARTIFACT EXHIBITION

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

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

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

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

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

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



GETTING READY

Preparing to Visit the Exhibition

Titanic was conceived in 1907 and met with disaster in 1912. The story has been told and retold, but never more poignantly and passionately than by the artifacts in this Exhibition. Painstakingly recovered from the debris field surrounding the wreck site and artfully conserved, these three-dimensional objects represent the vessel and the 2,228 souls who journeyed with *Titanic* into history.

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

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

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

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



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

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

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

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

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

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

What Students Want To Know

How are these artifacts recovered from *Titanic*?

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

How are the artifacts conserved?

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



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

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

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

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

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



Teacher's Expectations

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

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

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

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

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

History Of *Titanic*

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

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

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

THE PLAN

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

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

THE VOYAGE

The maiden voyage lured the "very best people": British nobility, American industrialists, the cream of New York and Philadelphia society. It also attracted many poor immigrants, hoping to start a new life in America or Canada. The journey began at Southampton on Wednesday April 10, 1912, at noon. By sundown, *Titanic* had stopped in Cherbourg, France, to pick up additional passengers. That evening she sailed for Queenstown, Ireland, and at 1:30 p.m. on Thursday, April 11, she headed out into the Atlantic.

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

THE NIGHT

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

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

National Curriculum Standards

National Council for the Social Studies (NCSS)

The National Council of Teachers of English (NCTE)

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

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

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

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

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

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

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

CLASSROOM LESSON PLANS AND FIELD TRIP ACTIVITIES

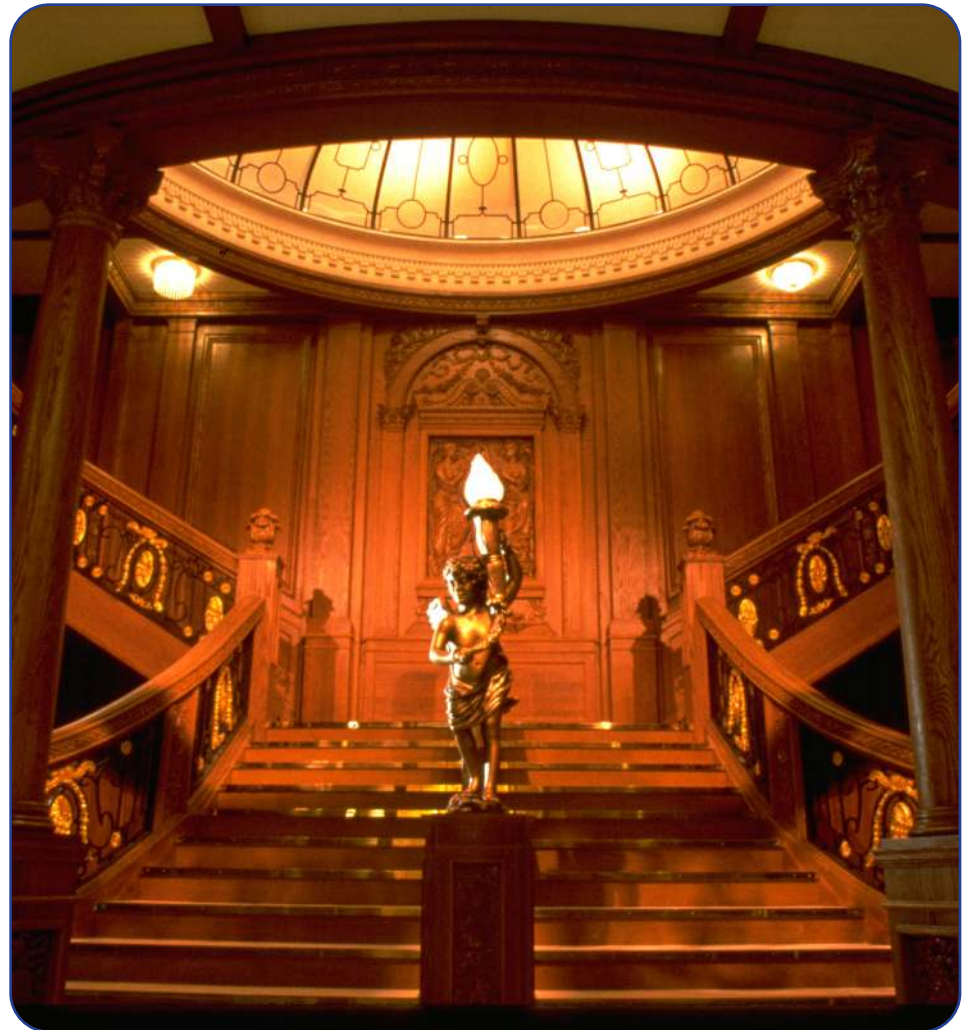
High School Teacher's Guide

1. Artifacts
2. Find *Titanic*!
3. What Does *Titanic* Have to do With Me?
4. Says Who?! Primary Source Analysis
5. That is SO 1912!
6. Lifestyles of the Rich and Famous
7. Sports Center
8. They're Playing Our Song
9. I Can Do Better Than That!
10. That's Not How it Happened!
11. Time Will Tell

“*This exhibit makes me want to
dive down to Titanic myself!*”

The lessons in the High School Teacher's Guide are specifically geared toward social studies, with inherent language arts components. However, a unit on *Titanic* can be easily incorporated into many subjects. In the Appendix, you will find a list of several recommended activities for all levels. More comprehensive activities/experiments can be found in the *Titanic Science* workbook provided separately.

The targeted grade level is 9–12. Teachers will also want to consult the Middle School Guide. Some of the lessons have components that must be done before the field trip to *Titanic: The Artifact Exhibition*, some are for after the trip, and some are for both. Most also have activities to be completed by the students while at the Exhibition. Please preview the lessons carefully so everyone will be prepared. Feel free to select all or part of the lessons. Older students may be able to complete all the work in the Guide designed to be done at the Exhibition, while one activity may be enough for the younger grades. Some lessons include reproducible Student Activity pages which you will find at the end of the lesson descriptions and instructions.





Lesson 2: Find *Titanic!*

Student Activity page 16

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

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

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

Student Activity page 18

This activity has students relate to the passengers on *Titanic* by making connections with their local community and own family history. It works well in conjunction with Lessons 1 and 4. They will be recording information in charts and then answering questions based on that data.

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

Part of the assignment will be completed during the field trip itself when students look for artifacts belonging to specific individuals. After the field trip, there are extension activities provided and the biographies from this lesson can be used for the assignments described in Lesson 1.

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

Lesson 1: Artifacts

Student Activity page 14

Students will find five artifacts at *Titanic: The Artifact Exhibition* whose owners have been identified. The worksheet provides a chart for recording data. After the field trip, have students complete the chart by researching the lives of those individuals on the passenger lists available at Encyclopedia Titanica www.encyclopedia-titanica.org under the "People" section or via their "Search" function.

1. Once the chart part of the activity is complete, the information on the people and their personal belongings can be used for a variety of activities. Individual students create a written dialog amongst the 4 people from their chart. Groups create and/or perform skits featuring one or all of their people. For example, imagine Captain Smith has invited these people to dine at the Captain's table. Create a dialogue for their conversation. Students demonstrate their knowledge of contemporary politics and issues by incorporating those facts in the characters' conversations. Rewrite the information into short biographies. Draw or find portraits of the people as well as the pictures of the artifact as illustrations. Write an eyewitness journal entry as one of the people. These activities can also be used in several other biography-related lessons in this Guide.
2. In Part 2, the artifacts the students researched will be used in an original advertisement for a *Titanic* Exhibition. Formats could include both illustrated and spoken ads.
3. In Part 3, students will practice "reading" artifacts to see how historians draw conclusions from them.

2. Have students search for their state to find passengers associated with their area. Students need to find out if it was the passengers' home, their destination, or perhaps they were just passing through. This will be indicated in the "Local connection" column of the chart where a specific city or county should be included if given. You will need to provide students with a map of your state. They will also need resources for researching local history.
3. Students can research online for articles and compare how the news of the Ship's sinking was reported. This activity works well in conjunction with Lesson 4.
4. Students will see how much or how little their town has changed since 1912.

Lesson 4: Says Who?! Primary Source Analysis

Student Activity page 21



Primary sources recovered from the wreck site include many paper artifacts such as this purser's safety envelope.

Introduce the Lesson:

Your social studies or history textbook is a secondary source. This means that you have to rely on its authors' ability and authority to tell you about what went on in the past. But from where do the authors get their information? That's where primary sources come in. A primary source is an account by an eyewitness, someone who was present at the time of an event. Primary sources are not only written documents. They come in many forms such as an article, diary, letter, photograph, video, or audio recording.

1. While at the Exhibition, students will look for examples of written primary sources, copy down an excerpt, and then determine why the designers included that particular one in the display. Tell your students before they begin how many examples you expect them to locate. After the trip, students will read accounts from real survivors.

Four brief excerpts are provided in the Appendix. These documents serve as examples for students before they write their own "eyewitness" accounts about *Titanic*.

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

Lesson 5: That is SO 1912!

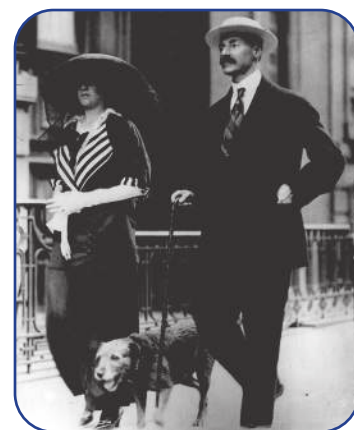
Student Activity page 23

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

Lesson 6: Lifestyles of the Rich and Famous

Student Activity page 25

Explain to students that the *Titanic* passenger list reads like a "Who's Who" of high society at the time. It has been reported that the combined personal fortunes of some of the elite passengers was more than \$250 million in 1912. This activity is begun before the field trip by using Encyclopedia Titanica www.encyclopedia-titanica.org. It is completed while touring the Exhibition. This activity can also be used with the assignments described in Lesson 1.



Mr. and Mrs. John Astor take their dog, Kitty, for a walk.



Lesson 7: Sports Center

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

Introduce the lesson:

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

Students need to consult the Exhibition, library, and the internet for further information. Students will create a broadcast to highlight the activities and facilities on the Ship for sports and exercise. Make sure they include the Gymnasium, Turkish Baths, swimming pool, and squash courts and find out who T.W. McCawley and Fred Wright were.

Lesson 8: They’re Playing Our Song

This lesson examines the elaborate art work on the covers of old sheet music as primary sources. It can be expanded to a music history class by researching the hit tunes of the time, such as “Alexander’s Ragtime Band” and “My Melancholy Baby”. Lists of contemporary popular music can be found online by searching “music 1912.” Explain to students that while the story that the band played until the Ship sank may not be true, music was prevalent. Among the paper artifacts recovered were sheet music from songs popular in 1912, such as “Kiss Me, My Honey, Kiss Me” by Irving Berlin and Ted Snyder. The White Star company hired 8 musicians to entertain the first- and second-class guests. Lunch and dinner were even introduced by the playing of a song, “The Roast Beef of Old England”.

After looking at examples from the early 20th century, have students create a cover for their favorite song. Make sure it reflects not only the song’s message, but trends and cultural norms of our times.



Musical instruments were found in the debris field, including this clarinet.

- Have students write and perform their own song about *Titanic*. Don’t forget an illustrated cover for it!
- Two big hits in 1912 were “Alexander’s Ragtime Band” and “My Melancholy Baby”. Other popular songs from the time can be easily found via internet searches. Try to find lyrics and recordings. Compare and contrast them to today’s big hits.
- Have student create and record a radio show, complete with news broadcasts and popular music, circa 1912. The research done for several of the other lessons in the Guide can be applied here, such as combining it with Lesson 8.

Lesson 9: I Can Do Better Than That!

Students with an interest in architecture or drafting will appreciate this activity. They will design a Gallery room to add to *Titanic: The Artifact Exhibition* to teach more about what people did for fun in 1912. Students can build a model or diorama and include descriptions of the didactics, photographs, and artifacts for their exhibition. For a lower level activity, students locate and describe the places on a diagram of the Ship where such activities took place. In addition to the places and activities included in Lessons 5–8, the Ship also had a Library, Smoking Rooms, Lounges, a darkroom, a Reading and Writing Room, saloons, restaurants, and reception rooms.

Lesson 10: That's Not How it Happened!

Much of what we think we know about *Titanic* comes from Hollywood. For this activity, students will compare what they learned from *Titanic: The Artifact Exhibition* with the way movies portray the Ship and its voyage.

- Choose one or as many movies as you would like to show your students. Perhaps break the class into groups and assign each group a different film for another level of comparisons. Have students take notes as they watch the videos to keep track of the discrepancies.

Assignments for Students:

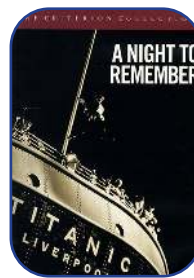
- Turn your notes into an essay about the responsibility you feel Hollywood has or doesn't have to be accurate when portraying historical events.
- Write a letter explaining why you think an episode of "History vs. Hollywood" should be made about *Titanic*.



Lesson 11: Time Will Tell

Students will create a timeline of events on *Titanic's* fateful night. As they tour the Exhibition, have students record the dates, times, and events of key moments as found on the walls, signs, and posters. After the field trip, students will compile this information into a timeline for April 14 and 15, 1912.

TITLE	YEAR	RATED
<i>Titanic</i>	1997	PG-13
<i>Titanic</i> (TV)	1996	NR
<i>S.O.S Titanic</i> (TV)	1979	NR
<i>The Unsinkable Molly Brown</i>	1964	NR
<i>A Night to Remember</i>	1958	NR
<i>Titanic</i>	1953	NR
<i>Atlantic (Titanic: Disaster in the Atlantic)</i>	1929	NR



Courtesy of www.Meredith.vox.com, www.allposters.com, and www.shopping.yahoo.com.

Name _____ Class _____ Date _____


Lesson 1: Artifacts

We don't learn history just by reading about it in books! Artifacts are another way to learn what life was like long ago. While touring the Exhibition, find artifacts from at least 5 passengers.

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

Artifact & Description	Name of Person	Gender & Age	Occupation	Social Status	Purpose of Trip	Survived?
1.						
2.						
3.						
4.						
5.						

Part 2: On separate paper, design an advertisement featuring at least 3 of these artifacts as reasons to see *Titanic: The Artifact Exhibition*.

Part 3: How much can we learn from an artifact? If someone in the future found the luggage you brought on a trip, what would it tell them about you and life in early twenty-first century America? What items would they find? Could they make accurate assumptions about you based on your “artifacts”? Find out with this activity. Trade backpacks, purses, or wallets with a classmate. Imagine that you are an archaeologist. Delve into the artifacts to draw conclusions about their owners. For example, you could predict that the person likes to read if you find a well-used library card or likes to be healthy if you find a gym membership. Present your study of “An Early 21st Century American High School Student” to the class.



Lesson 2: Find *Titanic*!

It took over 70 years and significant advances in technology for *Titanic* to be found after its fateful maiden voyage. Create a map with the features listed below. Make sure your map has lines of longitude and latitude as well as room for a key.

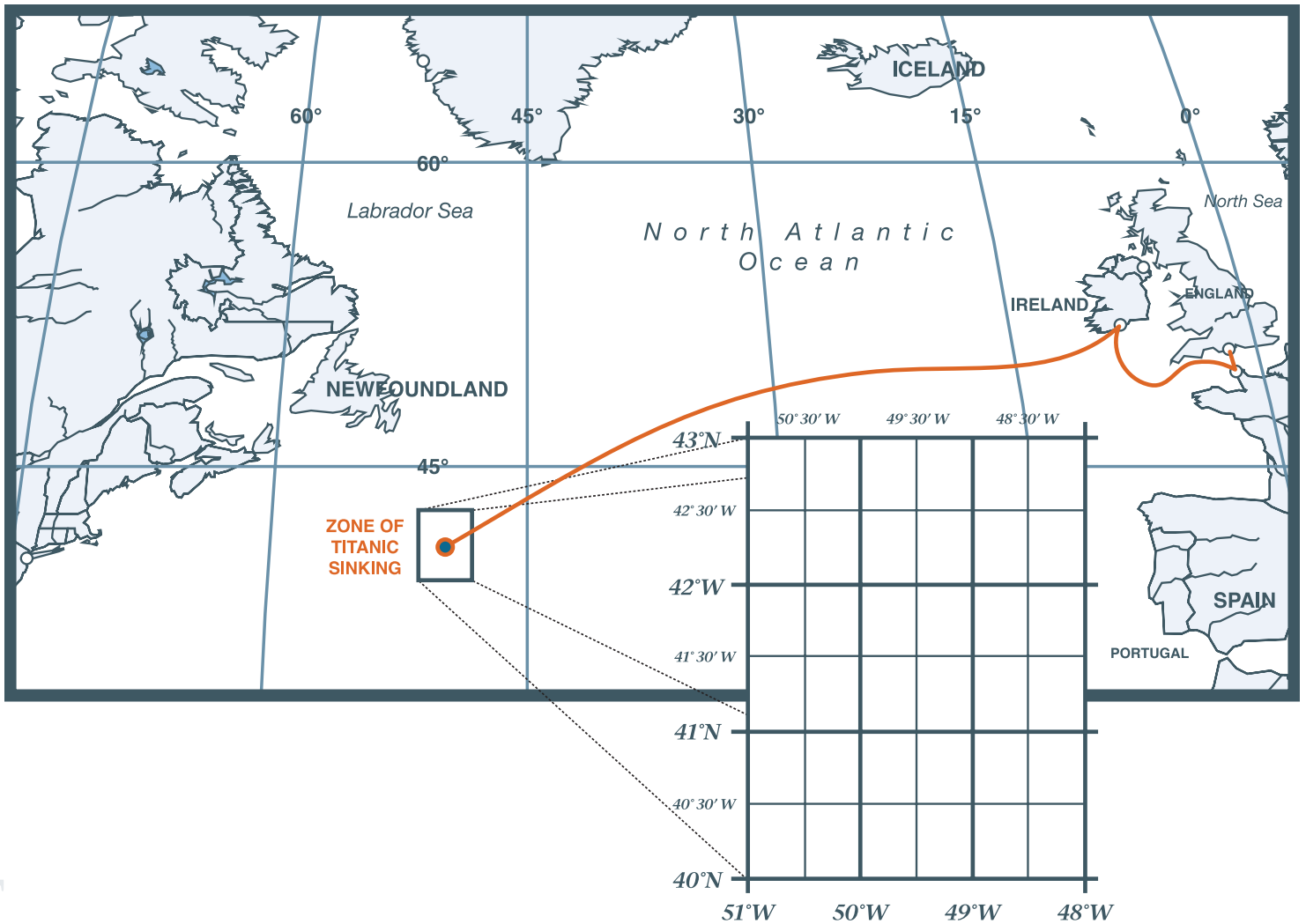
1. After putting the places below on your map, explain the significance of each location in the story of *Titanic*, which you will learn as you tour *Titanic: The Artifacts Exhibition*. Use 2 different colors to shade land and water.

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

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

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

3. Draw *Titanic's* route on the map. Indicate it in your key. Make sure your wreck site is accurate. She sank approximately 1000 miles due east of Boston, Massachusetts, and 375 miles southeast of St. John's, Newfoundland.
4. The very technology that helped scientists and explorers find *Titanic's* final resting place could have helped her avoid the disaster in 1912. Research advances in geographical and transportation technology, such as global positioning systems, or GPS. Explain when in *Titanic's* timeline of tragedy these inventions could have come into play.



Name _____ Class _____ Date _____



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

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

Name	Age & Gender	Class on Ship	Last Residence	Job	Survived?	At Exhibition

- How many passengers had the same last name as you? Did anyone have your whole name? Could any of these people be from your family? Why or why not?
- Why were each of these people traveling and where were they going?
- Create a family tree on separate paper. Highlight the names of your relatives who were alive in 1912, the year *Titanic* sailed.

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

Name	Age & Gender	Class on Ship	Last Residence	Job	Survived?	At Exhibition

- Put these people on a map of your state in their appropriate cities, towns, or counties. Be sure to add the names of those locations on the map. Put yourself on the map, too!
- Could any of these people be from your family? Why or why not? Do any of them have descendants in the area? If so, who are they?
- Determine why was each of these people was traveling.

- Part 3: Using the archives of your local newspaper, often available online, find the headlines related to *Titanic*. Samples are provided in the Appendix.
- For each article, write a paragraph to summarize the main idea. Include the date, headline, and author of the article in your summary.
 - Write your own newspaper article to review *Titanic*: *The Artifact Exhibition* for your school or community paper.

The Washington Post.
WASHINGTON, WEDNESDAY, APRIL 15, 1912. 12 PAGES.

TITANIC IS ALMOST "RENT ASUNDER AT FIRST BLOW," SAYS WIRELESS STORY OF THE DISASTER; GREAT HEROISM SHOWN IN FACE OF DEATH

LITTLE HOPE FOR THE 1,312 WHO ARE MISSING

SEARCHING BOATS'S DEAR SCENE THAT HAVE EXPECTED RESCUES.

SEARCHING BOATS'S DEAR SCENE THAT HAVE EXPECTED RESCUES.

SEARCHING BOATS'S DEAR SCENE THAT HAVE EXPECTED RESCUES.

THE NEWARK ADVOCATE 12 Pages
NEWARK, N. J., WEDNESDAY, APRIL 15, 1912.

WORST OCEAN DISASTER IN WORLD'S HISTORY; TITANIC GOES DOWN; 1,341 LIVES ARE LOST

ENTIRE WORLD STUNNED BY NEWS OF DISASTER TO THE STEAMER TITANIC

NEWARK WOMAN'S MOTHER AND COUSIN WERE TITANIC PASSENGERS

WHAT IS IT?

GREAT MARINE DISASTERS

RECENT MARINE DISASTERS

The Washington Post.
WASHINGTON, WEDNESDAY, APRIL 15, 1912. 12 PAGES.

MAJ. BUTT NOT ON THE RESCUE SHIP, NOR IS JOHN JACOB ASTOR, ISIDOR STRAUS OR BENJ. GUGGENHEIM

ASTOR'S HOME OFFICE GETS MESSAGE

QUESTION ABOUT THE MESSAGE WHICH MUST BE ANSWERED.

SEARCHING BOATS'S DEAR SCENE THAT HAVE EXPECTED RESCUES.

Images courtesy of Michael Pocock, www.maritimequest.com

- Part 4: Research what life was like in your home town around 1912. Search online or contact your local history society for help. What was newsworthy?
- Create a "Then and Now" presentation with photographs to show how things have changed in your community since 1912.
 - Create a timeline of significant local, national, international, and *Titanic*-related events, 1905-1920. Add events from your own family's history that fall into the time frame, such as births, deaths, immigrations, and marriages.



Lesson 4: Says Who?! Primary Source Analysis

1. For this activity, you will use the written primary sources at *Titanic: The Artifact Exhibition*. Your task is to look for as many different written primary sources as you can find, not counting the quotes on the walls. A good place to find them is by looking for paper artifacts in the display cases. Create a chart like the one shown below to record your data. Copy down an interesting quote directly from the text. Two have been filled in for examples.

PRIMARY SOURCE	QUOTE FROM SOURCE
Menu for first-class dinner	<i>“Arrange poached salmon on warmed plates.... Garnish each plate with a cucumber fan and a sprig of fresh dill....”</i>
First-class ticket	<i>“The Company’s liability for baggage is strictly limited, but passengers can protect themselves by insurance.”</i>



Lesson 5: That is SO 1912!

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

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

a. Illustrate a scene aboard the Ship featuring at least 5 of the items from the “On *Titanic*” column. Create a matching scene from your life today featuring the items from the “Mine” column for those same categories.

b. Create a Venn Diagram to discuss the similarities and differences you found in the trends of 1912 and today. Do you think styles have changed significantly? Why or why not? Use your diagram as the basis for an essay about changes in culture over the past century.



Lesson 6: Lifestyles of the Rich and Famous

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

Celebrity	Claim to Fame	Survived?	In Exhibition?
John Jacob & Madeleine Astor			
Margaret “Molly” Brown			
Lucy Christiana, Lady Duff Gordon			
Jacques Futrelle			
Dorothy Gibson			
Benjamin Guggenheim			
Henry B. Harris			
Francis David Millet			
Harry Molsen			
Isidor & Ida Straus			
Charles Eugene Williams			
Richard Harris Williams II			

Pick one of the celebrities who did not survive the disaster. Research his or her life in more detail and write an obituary.

ADDITIONAL STUDENT ACTIVITIES

Field Trip Scavenger Hunt

Word Search

Crossword Puzzles

Answer Key

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



Scavenger Hunt

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

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

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

C. Did you survive the sinking?

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

B. What class were you traveling in?

D. Name one interesting fact about your passenger.

Answer Key on page 31


Word Search

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

ARTIFACT

ATLANTIC

COAL

ICEBERG

LIFEBOAT

RESCUE

SHIP

SMITH

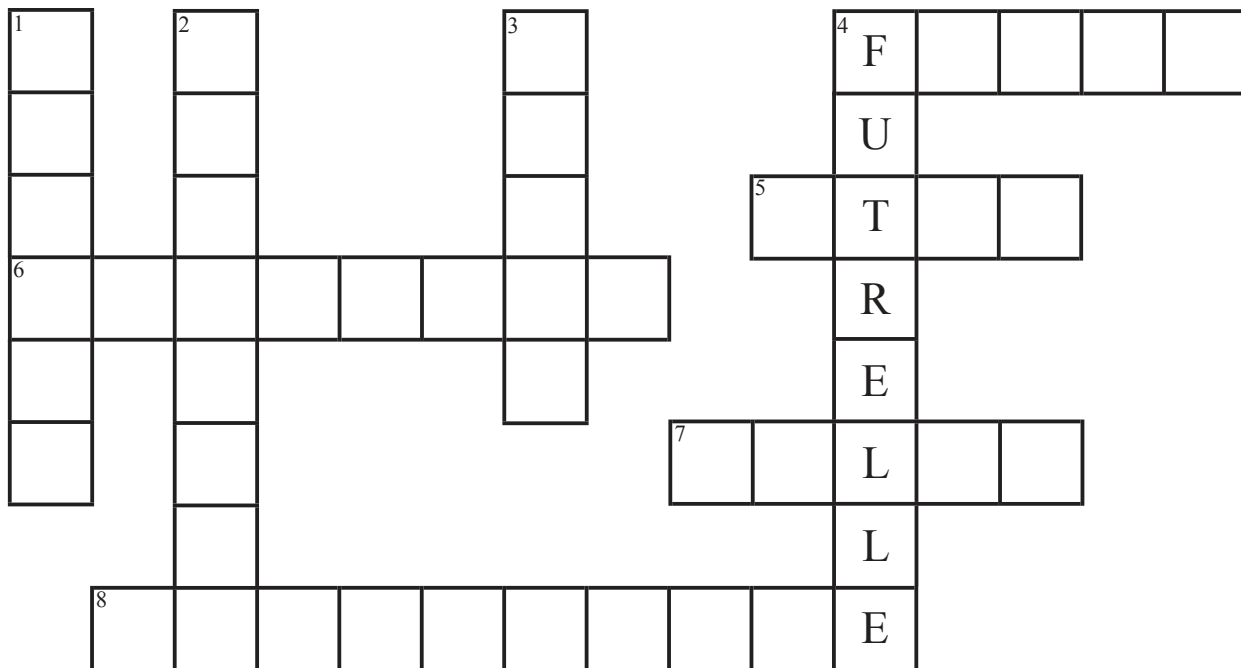
SOUTHAMPTON

TITANIC

UNSINKABLE

Answer Key on page 31


 Crossword Puzzle



ACROSS

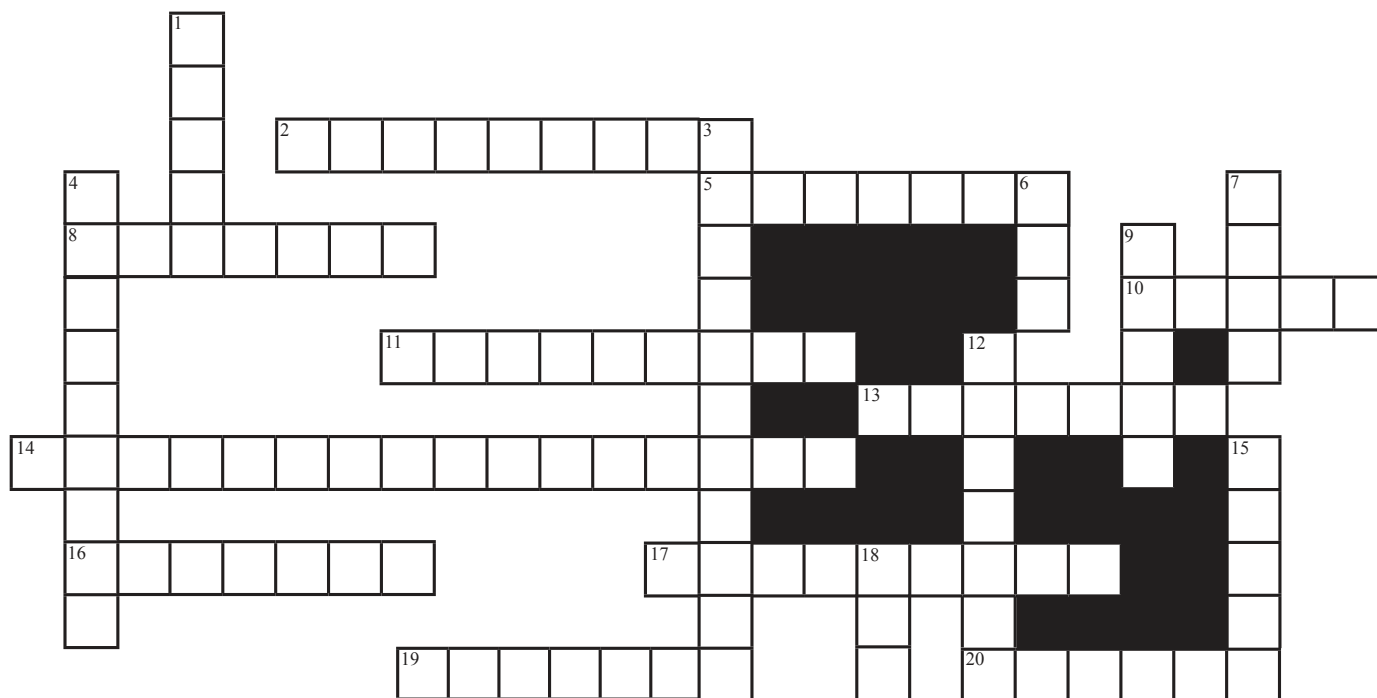
- 4 Frederick _____ saw the iceberg first
- 5 White _____ Line
- 6 *Titanic* is at the bottom of the _____ Ocean
- 7 Famous teddy bear on *Titanic*
- 8 Turns out that *Titanic* was not _____

DOWN

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

Answer Key on page 31


 Crossword Puzzle



ACROSS

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

DOWN

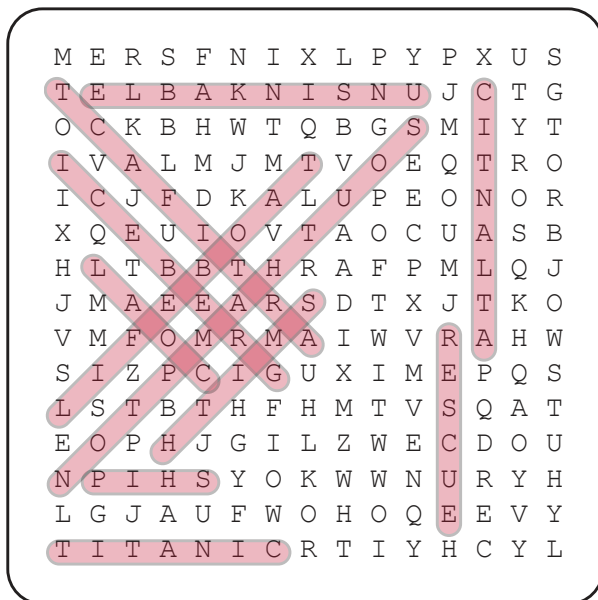
- 1 Month of the Ship's launch
- 3 Passengers boarded the Ship in this British port
- 4 City in France where the Ship made a stop
- 6 Distress signal before SOS
- 7 Left-hand side of a ship
- 9 Rear-end of a ship
- 12 City where *Titanic* was built
- 15 Managing Director of the White Star Line
- 18 Front-end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

Answer Key on page 31

Scavenger Hunt Answers: Page 27

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

Word Search Answers: Page 28



Crossword Answers: Page 29

Across:

4. Fleet
5. Star
6. Atlantic
7. Polar
8. Unsinkable

Down:

1. Edward
2. Children
3. April
4. Futrelle

Crossword Answers: Page 30

Across:

2. Rusticles
5. *Olympic*
8. Halifax
10. Three
11. *Carpathia*
13. Iceberg
14. Royal Mail Steamer
16. Renault
17. Starboard
19. Captain
20. Twenty

Down:

1. April
3. Southampton
4. Cherbourg
6. CDQ
7. Port
9. Stern
12. Belfast
15. Ismay
18. Bow

APPENDIX

1. Project Ideas

2. Facts & Figures

3. Primary Sources: Eyewitness Reports

4. Newspaper Headlines

5. Ship Diagram

6. Epilogue: *Carpathia*

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

1. PROJECT IDEAS

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

The People

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

The Aftermath

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

The Ship

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



Terror on the Titanic
by R.A. Montgomery

2. FACTS AND FIGURES

KEY SHIPS

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

Titanic

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

Carpathia started picking up survivors around 4:00 am.



TITANIC'S PASSENGERS

Lifeboat Capacity: 1,178

Totals

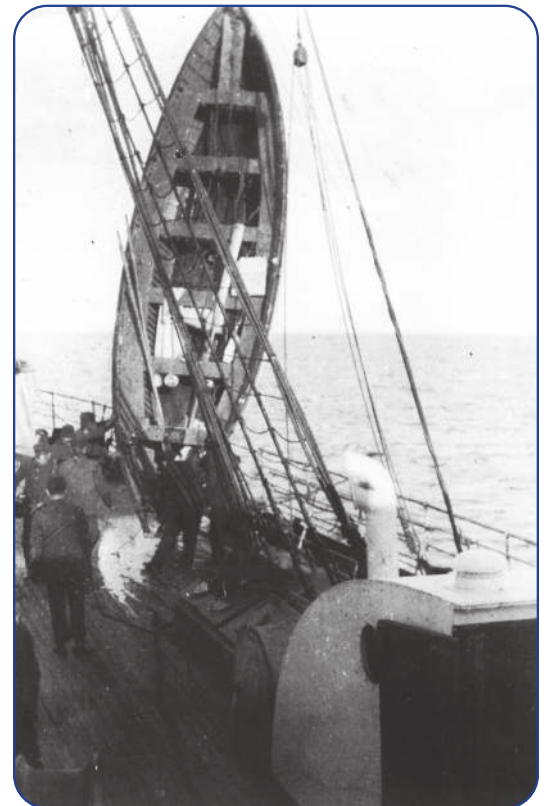
Class	Saved	Lost	Total
First Class	201	123	324
Second Class	118	166	284
Third Class	181	528	709
Crew	212	679	891
Totals	712	1496	2208

Survival Rate by Class

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



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

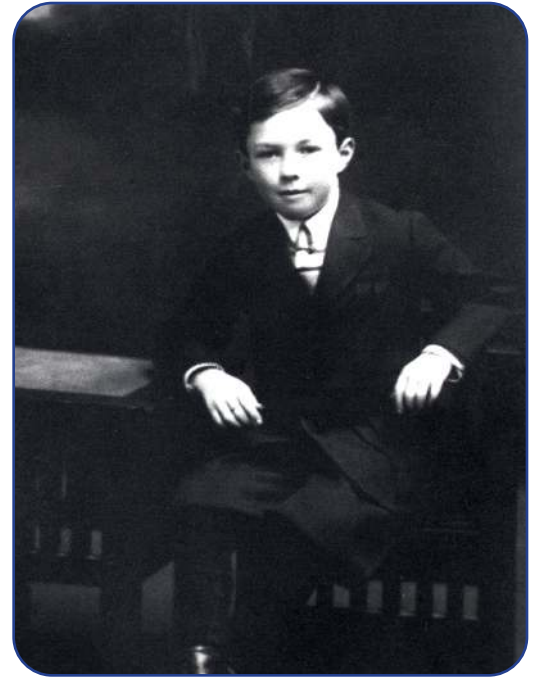


Water drains from a lifeboat hoisted aboard the *Carpathia*.
Photo courtesy of Michael Pocock, www.maritimequest.com

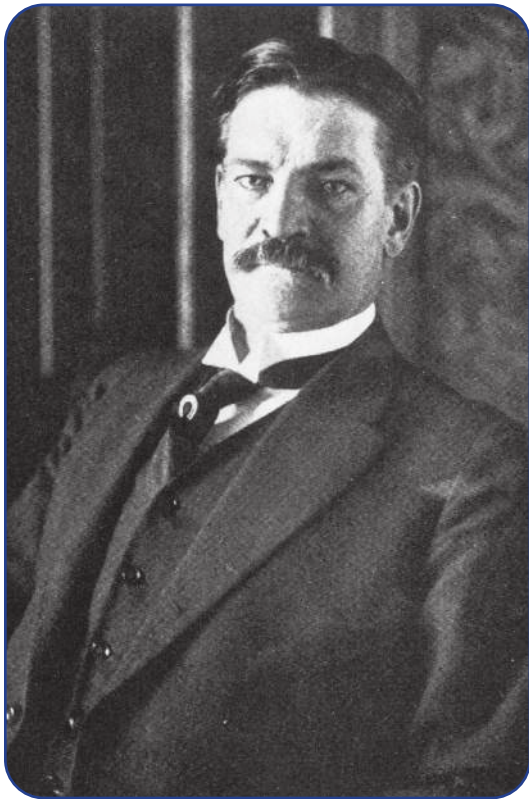
3. PRIMARY SOURCES: EYEWITNESS REPORTS

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

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



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

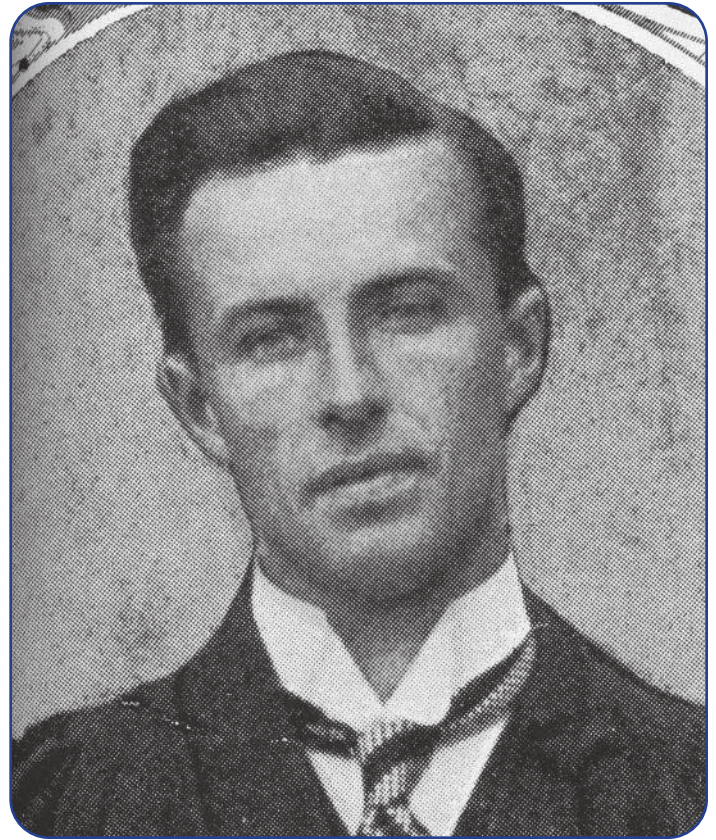


“My friend Clinch Smith made the proposition that we should leave and go toward the stern. But there arose before us from the decks below, a mass of humanity several lines deep converging on the Boat Deck facing us and completely blocking our passage to the stern. There were women in the crowd as well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

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

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

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



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



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

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

4. NEWSPAPER HEADLINES

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

THE SYRACUSE HERALD.

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

PRICE TWO CENTS VOL. 26, NO. 10864 SYRACUSE, N. Y., MONDAY EVENING, APRIL 15, 1912.—SIXTEEN PAGES ON SALE EVERYWHERE IN SYRACUSE AT OR BEFORE 9 P. M.

TITANIC'S PASSENGERS ALL RESCUED

Giant New Liner Limping in Toward Halifax, Badly Damaged

DEFALCATION AT NEW BERLIN BANK EXCEEDS \$300,000

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

CASHER IS IMPROVING

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

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

The illustration depicts the Titanic, a massive ocean liner, listing heavily as it is struck by a large iceberg. The ship's bow is partially submerged, and the water is turbulent. In the foreground, several lifeboats are visible, some with people inside, and others are being lowered into the sea. The scene is dramatic and captures the chaos of the disaster.

WORLD'S BIGGEST SHIP CRASHES INTO ICEBERG AT NIGHT

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

STEAMERS CARPATHIA AND VIRGINIA FIRST THERE—TAKE ON PASSENGERS

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

Normal, April 15.—This morning's issue of the Syracuse Herald contains the first National Bank of New York report which would probably exceed \$300,000. The report shows that the bank's assets are \$1,000,000 and its liabilities are \$1,300,000. The deficit is \$300,000.

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

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CASHER IS IMPROVING

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

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

State Department's Forceful Note Brings Relations to Crisis.

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

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

RECALLS SPANISH WAR

It is recalled that just when the Titanic was launched, the Spanish war was in its height. The Titanic was launched in 1909, and the Spanish war ended in 1902. The Titanic was the largest ship ever built at that time, and it was built to withstand the most severe conditions. The Titanic was built by Harland and Wolff, Ltd., Belfast, Ireland, and it was launched on May 31, 1911. The Titanic was the largest ship ever built at that time, and it was built to withstand the most severe conditions. The Titanic was built by Harland and Wolff, Ltd., Belfast, Ireland, and it was launched on May 31, 1911.

Special to The Syracuse Herald.

London, N. Y., April 15.—(Continued from the first page.) The Titanic, which was built to withstand the most severe conditions, was launched on May 31, 1911. The Titanic was the largest ship ever built at that time, and it was built to withstand the most severe conditions. The Titanic was built by Harland and Wolff, Ltd., Belfast, Ireland, and it was launched on May 31, 1911.

All SAVEDLY TRANSPORTED.

SHIP LISTING DANGEROUSLY.

TWO OCEAN GREYHOUNDS REACH TITANIC TAKE PASSENGERS ABOARD FROM SMALL BOATS

INDIAN CONVEYANCES OPHELED BY COURT

WHITE STAR LINE FACES BIG LOSS ON TITANIC

RECALLS SPANISH WAR

RECALLS SPANISH WAR

RECALLS SPANISH WAR

RECALLS SPANISH WAR

RECALLS SPANISH WAR

Image courtesy of Michael Pocock, www.maritimequest.com

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

1,341 GO DOWN WITH TITANIC

CARPATHIA, ONLY RESCUE SHIP, SAVES 868 PERSONS

CARPATHIA BRINGING SURVIVORS

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

BEYOND WIRELESS REACH

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

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

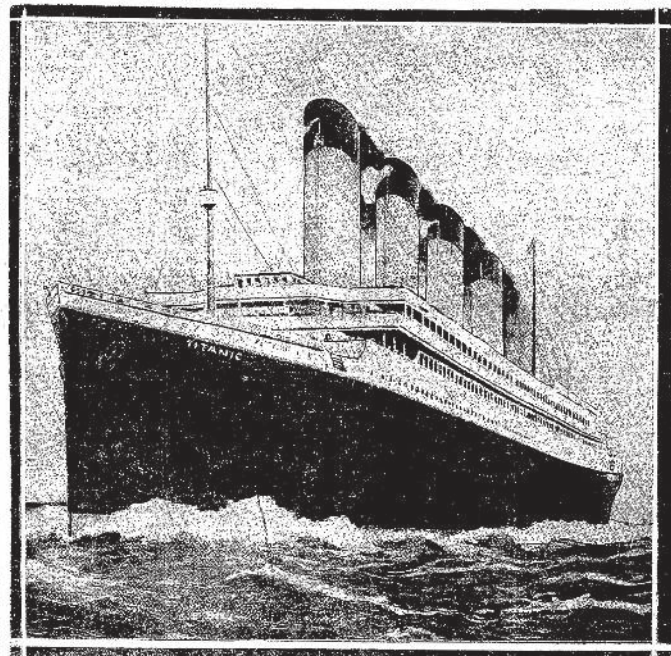
The Carpathia was 1,000 miles from New York about noon on Monday last. Her course is almost due west from the scene of the accident at New York. Her estimated capacity at 15 knots an hour will cover the intervening distance in about 15 hours, making her due at Sandy Hook about 1 P. M. on Thursday night, the 19th.

Intense interest centers in the slow approach of the Carpathia, which is within the wireless range of several stations along her course. The wireless plant has a radius of about 100 miles according to the Oceanic company, although the War Department publication gave it at 50 miles. She will be south and almost on a direct line for New York.

This morning the Carpathia was at a distance of about 300 miles. This distance is less by 50 miles from the wireless communication with Boston. The present communication is by wireless relay to the Atlantic and other intercepting stations having a longer radius of action.

The Carpathia's course next brings her about 10 miles south of Nantuxet, where she is to stop. Thereafter, she brings her within 50 miles of the powerful wireless station at Southampton, Massachusetts. She will then be 100 miles from New York. Through Thursday the Carpathia will be 100 miles from New York. Through Thursday the Carpathia will be 100 miles from New York.

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



WHITE STAR LINER, TITANIC.

AWFUL TRAGEDY SHOCKS WORLD

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

WILD SCENES OF GRIEF ASHORE

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

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

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

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

First reports along the east coast of the Atlantic were that the Titanic was wrecked on the night of the 14th. It was reported that the Carpathia had no survivors on board. The Titanic was reported to have been wrecked on the night of the 14th. It was reported that the Carpathia had no survivors on board.

HOPE FOR MISSING HOST GROWS DIM

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

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

Virginian Comes Too Late. Crossing north 15.—The Virginian has been advised the following messages: "The use is correct of a message to Cape Race from Canada, Captain of the Virginian stating that the Carpathia is at the scene of the disaster and has been advised by wireless to proceed to the scene of the disaster at Cape Race."

AMONG THE PROMINENT PERSONS WHO WERE SAVED WERE: Mrs. John Jacob Astor, Mrs. Margaret B. Astor, Mrs. Wm. G. M. Beane, Mrs. J. P. Morgan, Mrs. J. P. Morgan, Mrs. J. P. Morgan, Mrs. J. P. Morgan.

Florida reports via Radio Island that she has picked up survivors. From the Virginian on board, the Carpathia had picked up survivors.

Seventy-five Men Among Rescued. New York, April 16.—The Red Cross has announced that seventy-five men were among the survivors of the Titanic who were picked up by the Carpathia.

None on the Parisian. New York, April 16.—The Virginian has picked up survivors. From the Parisian on board, the Carpathia had picked up survivors.

LAST HOPES VANISHED. "New York dispatch" this morning to the effect that the steamer Virginian and Parisian of the White Star line may have picked up survivors in addition to those on board the Carpathia. This was absolutely disproven at 11 o'clock when the Radio Island wireless station reported that the Carpathia had no survivors on board and that the Titanic was reported to have been wrecked on the night of the 14th.

GREAT CITIES GRIEF STRICKEN. London, Paris and New York are grief-stricken and overwhelmed by the news of the disaster. Thousands of relatives and friends of passengers on board the Titanic crowded the steamship offices in all three cities, waiting here after news of some 1,300 more lives than are known to have been lost.

WOMEN AND CHILDREN SAVED. Of the survivors on board the Carpathia for the last reported passenger list were women and children. Many of the most prominent among the survivors are women. It was first reported that Col. John Jacob Astor, his wife, Margaret, and their daughter, Miss Astor, were on board the Titanic as first reported. He is in London.

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

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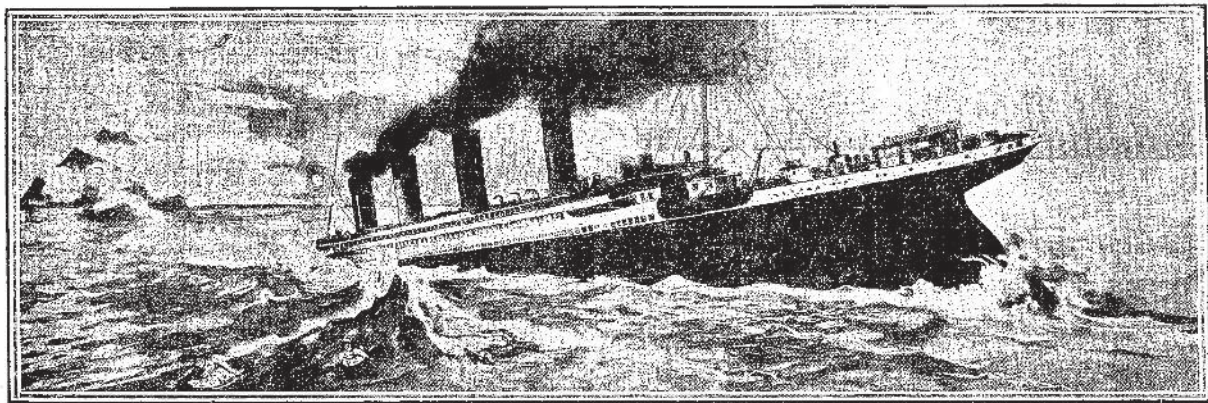
VOL. 36, NO. 10,965

SYRACUSE, N. Y., WEDNESDAY EVENING, APRIL 17, 1912. TWENTY-TWO PAGES

SYRACUSE AT OR BEFORE 5 P. M.
ON SALE EVERYWHERE IN

TITANIC DEATH LIST GROWS

LINER TITANIC SINKING AFTER FATAL COLLISION WITH ICEBERG



ONLY 705 ARE ON CARPATHIA

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

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

Steamer Franconia, 1000 tons, with 100 passengers, at 6:30 A. M. New York time. Landed 200 miles east of London Channel, to the north of Lancaster, reaching 1000 miles. Return to reach New York late Thursday evening. This call of 700 survivors aboard. Franconia is making return passage from the Carpathia by radio signal.

TWENTY PERISH IN ARKANSAS FLOODS

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

Memphis, Tenn., April 17.—Twenty people were drowned in the South of Ohio Sunday night, according to reports received by the Associated Press from Cincinnati. A boat carrying a family of five was overturned in the middle of the night. The bodies of six children, including the mother, were found floating in the river here. The bodies of four men were found in the river in Ohio. The bodies of two men were found in the river in Ohio. The bodies of two men were found in the river in Ohio.

CUBS DELAYED BY TRAIN WRECK

Chicago Baseball Players Held Up on Way to Cincinnati by Derailment.

Chicago, April 17.—Members of the Chicago National League baseball team who were en route to play at a postponed game in Cincinnati today were delayed by a collision between a Pullman and a freight train. The accident occurred at 10:30 P. M. on the Great Western line near Chicago. The Pullman was carrying the Chicago team and their equipment. The freight train was carrying coal. The collision resulted in the destruction of the Pullman and the injury of several people. The team's departure for Cincinnati was delayed until the following day.

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

Washington, April 17.—Survivors of the Titanic disaster will be summoned to Washington to tell accounts of the disaster and to answer the questions of the committee of the House of Representatives on the Titanic tragedy. A resolution will be introduced in the House to direct the committee to hold a public hearing on the Titanic tragedy and to report to the House on the results of its investigation. The committee will also be authorized to hold a public hearing on the Titanic tragedy and to report to the House on the results of its investigation.

CRUISER GETS OFFICIAL WORD FROM CARPATHIA

Washington, April 17.—The United States cruiser Albatross, which was en route to the West Indies, received a wireless message from the Carpathia today. The message was received at 10:30 P. M. and contained the following information: "The Carpathia has received a wireless message from the Titanic. The message was received at 10:30 P. M. and contained the following information: 'The Titanic has struck an iceberg and is sinking. We are in need of help. Please send us a lifeboat if you can.'"

SHIP CAPTAIN SAYS TITANIC DECLINED HELP

New York, April 17.—The captain of the ship Albatross, which was en route to the West Indies, today said that the Titanic had declined his offer of help. The captain said that he had received a wireless message from the Titanic at 10:30 P. M. and that the Titanic had declined his offer of help. The captain said that he had received a wireless message from the Titanic at 10:30 P. M. and that the Titanic had declined his offer of help.

HUNDRED COFFINS TAKEN TO SCENE OF TITANIC WRECK

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

New York, April 17.—The cable ship Albatross, which was en route to the West Indies, today received a wireless message from the Titanic. The message was received at 10:30 P. M. and contained the following information: "The Titanic has struck an iceberg and is sinking. We are in need of help. Please send us a lifeboat if you can." The Albatross is being chartered by the White Star Line as a mid-ocean morgue for the Titanic survivors.

CARPATHIA LOCATED BY WIRELESS MESSAGE

New York, April 17.—The cable ship Albatross, which was en route to the West Indies, today received a wireless message from the Carpathia. The message was received at 10:30 P. M. and contained the following information: "The Carpathia has received a wireless message from the Titanic. The message was received at 10:30 P. M. and contained the following information: 'The Titanic has struck an iceberg and is sinking. We are in need of help. Please send us a lifeboat if you can.'"

OVER 2,000 LOST, STRANGE MESSAGE FROM CARPATHIA

New York, April 17.—The following message was received here today from the wireless station at Capandrea, N. S. via Halifax:

"We are now in communication with the Carpathia and in a position to announce officially that the Titanic struck an enormous iceberg and sank. Over 2,000 lost. Seven hundred survivors, mostly women, on the Carpathia. MASTON."

This message had evidently been given the total of lost and saved at 1,700, when the ship number of lost persons and crew is about 2,500. It is thought that the Carpathia had received further information which received from Halifax.

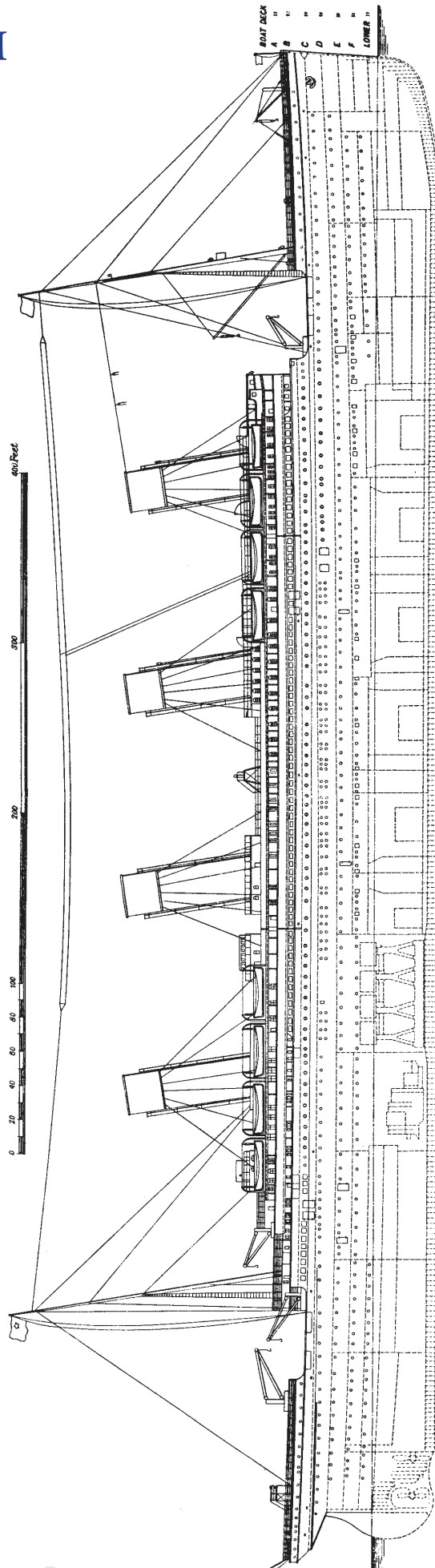
The Marconi station reports that the Carpathia had received a wireless message from the Titanic. The message was received at 10:30 P. M. and contained the following information: "The Titanic has struck an iceberg and is sinking. We are in need of help. Please send us a lifeboat if you can." The Carpathia is being chartered by the White Star Line as a mid-ocean morgue for the Titanic survivors.

Two Women Well Known in Syracuse Are Among Missing in Sea Tragedy

Syracuse, April 17.—The bodies of two women, who are well known in Syracuse, were found today by the Carpathia. The bodies were found in the sea near the site of the Titanic wreck. The women were identified as Mrs. J. J. [Name] and Mrs. [Name]. The bodies were found at 10:30 P. M. and were in good condition. The Carpathia is being chartered by the White Star Line as a mid-ocean morgue for the Titanic survivors.

Published by J. J. [Name] at Syracuse, N. Y.

5. SHIP DIAGRAM



6. EPILOGUE: *CARPATHIA*

Carpathia's Launch and Accommodations

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

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

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



Carpathia at dock in New York.

The Rescue

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

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

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

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

On Board *Carpathia*, the Ship of Widows

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

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



Titanic survivors on *Carpathia*’s deck.

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

Arrival in New York



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

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

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



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



Carpathia's officers.



Captain Arthur H. Rostron of *Carpathia*.

***Titanic* Passengers Thank Captain Rostron**

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

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

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

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

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

—ARTHUR ROSTRON,
Captain of the *Carpathia*

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

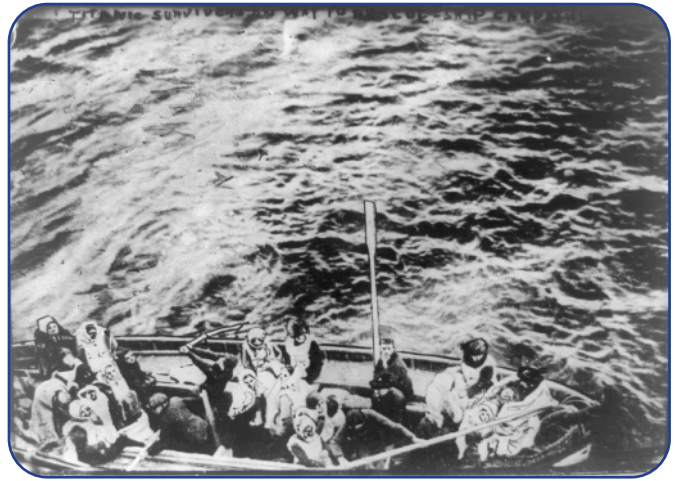
—FREDERIC SEWARD,
First-class *Titanic* passenger and survivor

The Fate of *Carpathia*

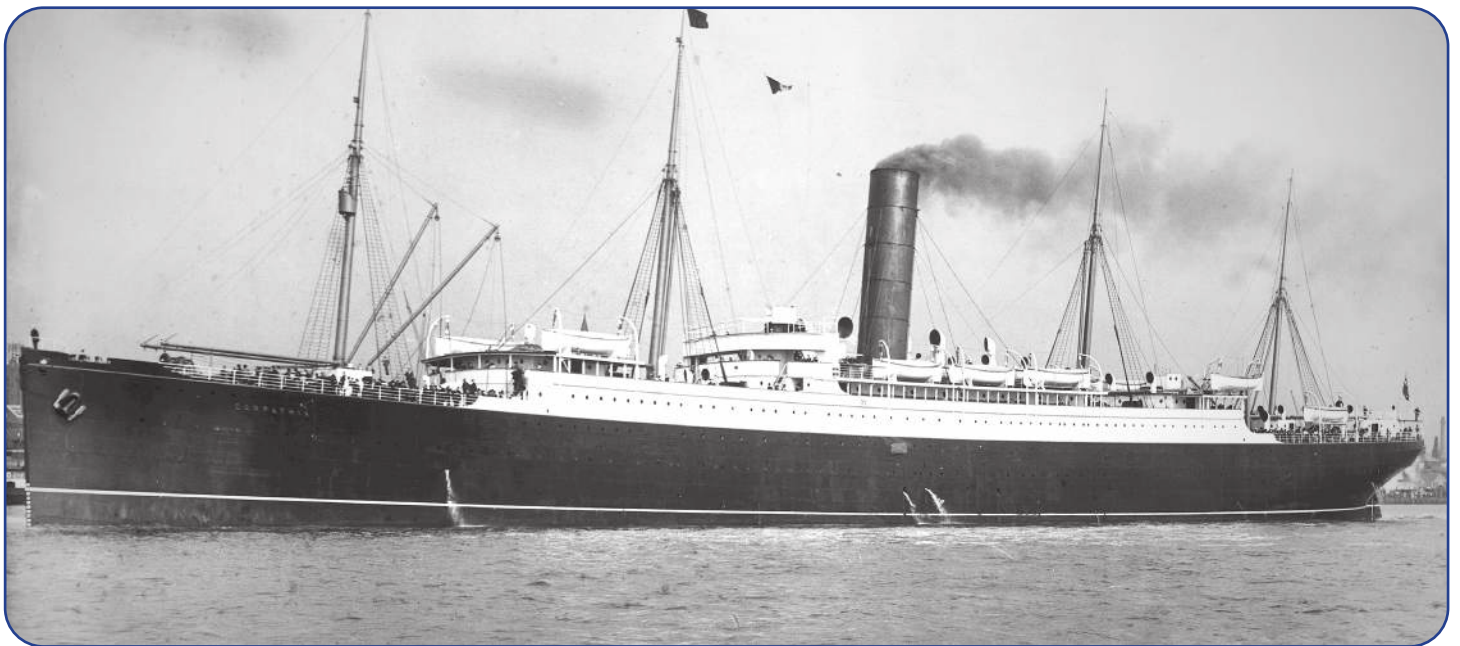
Just over six years after *Titanic* sank, the *Carpathia* joined her at the bottom of the sea. On July 17, 1918, as World War I raged, *Carpathia* steamed toward New York from Liverpool, England. She was part of a convoy of ships made necessary by the dangerous German U-boats patrolling the waters off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

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

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



Titanic survivors arrive at the rescue ship, *Carpathia*



Carpathia.

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