Whether traveling in first, second or third class, life on the Titanic was a thrilling experience for children of all ages. Some were merely babes in the arms of young mothers, others groups of rowdy immigrants tagging alongside their parents, eager to see the shores of America; yet others were young men and women awaiting a new life far from their poverty-stricken homelands. Though they came from different backgrounds, all were united in awe as they gazed upon the massive, 'unsinkable' ship destined to carry them to a new life.

Then came April 15, 1912 and their young lives were forever changed.
First class was by far the most luxurious and privileged class on board the Titanic, and the few children who sailed the seas in such comfort were lucky indeed. Mainly these youngsters were accompanying their parents on extravagant vacations and the Titanic was merely the final leg of their journey - a grand ship that would take them home in the height of opulence and style. Most of the younger children were cared for by governesses and nurses, whose job it was to constantly dote on their pampered charges, changing their diapers, taking them out for walks on the decks, and tucking them in at night. Eleven-year old William Carter II, probably the richest child on board along with his sister Lucile, had a manservant to ensure he was the model of stateliness. Seventeen-year old Vera Dick was even married!

Lucile Carter (14)       William Carter (11)       +parents
The Carters had been living in England for the past year. Billy and his older sister Lucile had attended boarding school there. Billy was impressed with his surroundings, “When I saw the inside of the ship I thought I was in a dream because I have never seen something so elegant. As I headed to my room, I walked up the 1st class staircase. I thought there is no way they could have this on a boat. When I walked into our 1st class rooms I thought I was the richest person in the world because of how beautiful of a room I was staying in. She’s the world’s biggest ship and practically unsinkable, I heard.”

Billy’s father was bringing a new Renault automobile back to America. It was stowed in the Titanic’s hold in the bow, not far from where third-class single men had their births.
My favorite part of the ship is the open deck space because I get to meet all classes not just stuck with the 1st class passengers which can get boring because some of them are really snotty.” My least favorite part of the ship is the 1st class stairway because people are always standing in it like they own it because they are 1st class.  (Billy Carter)

Five days into the voyage, the Titanic hit an iceberg. Lucile and her family joined other first class passengers as they waited for the lifeboats to be lowered. It was women and children only; and however, with the last lifeboat being lowered. In all of the confusion, her father went to the other side of the ship where gentlemen were being allowed on a lifeboat. Lucile was often asked to talk about what happened that night but seldom did. However, this is what she had to say during a rare interview on the 40th anniversary of the disaster.

"If the Titanic sank only a week ago it couldn't be more vivid," Lucile said. "I was in the last lifeboat. It was almost carried under by the suction. I saw the whole ship sink, lighted deck by
lighted deck, as the band played 'Nearer My God to Thee.' Then the explosion came. There was no moon that night, just millions of stars alighted deck, as the band played and the terrible calls for help." The memories of that night haunted Lucile for the rest of her life.

William just managed to join his mother and sister in Lifeboat 4 (1:55) but it was a close thing. After reluctantly allowing 13 year old John Ryerson into the boat Chief Second Steward George Dodd had demanded 'no more boys,' but Mrs. Carter put a hat on young William's head and together they boarded the boat. William Carter arrived at the Carpathia ahead of his family and waited on the deck straining to see boat 4 which held his wife and two children. When it finally arrived William did not recognize his son under a big ladies hat.

Carter, in his later years, never liked to discuss the Titanic disaster, but not because of the loss of life or the experience of it all. Rather, as an eleven-year-old boy, Carter never forgot the memory of having to leave behind his old Airedale behind on a leash. Lightoller would not permit the dog to get on the lifeboat (#4) with the rest of the family. Young Carter cried but was reassured by Colonel Astor that he would take care of the dog and the last young Carter saw of his beloved Airedale was John Jacob Astor holding the dog's leash.

JACK RYERSON (13) and EMILY RYERSON (18)
“My parents had to abandon their plans for a summer pleasure trip through Europe when they..."
were notified that my older brother had been killed in an automobile accident in PA. We, my parent and sisters, Emily and Susan, got tickets on the first home-bound ship, which happened to be the Titanic, to attend the funeral.”

“We were asleep in our staterooms when the terrible grating crash came and the ship foundered. My mother and sisters threw kimonos over their night gowns and rushed barefooted to the deck almost as soon as we reached the deck we were put into boats (#4 at 1:55) and lowered into the sea.”

“I remember father standing at the rail waving to us as we glided away from the doomed ship.”
In first class, the possibilities were endless. The stately decks, some covered to protect passengers from the ocean breezes, others open to the skies, were the perfect places for first and second class children to roam about.

Douglas Spedden (6)

Robert Douglas Speeden playing spin the top on the promenade deck of Titanic
Young Douglas is immortalized in Titanic history as the little boy playing with a spinning top on the deck of Titanic. But the main memory of Douglas Spedden is recorded in the children's book, "Polar, the Titanic Bear" which was written for Douglas by his mother as a present at Christmas in 1913. It recounts the adventures of the boy’s beloved white teddy bear, Polar, who was with him on Titanic.

Master Robert Douglas Spedden was the only child of Frederic and Daisy Spedden. In late 1911, Douglas accompanied his parents when they sailed for Algiers on the Caronia. He was attended by his private nurse, Elizabeth Burns, whom he called "Muddie Boons," because he had trouble pronouncing her name. Douglas’ parents described being woken by a sudden shock and the noise of the engines grinding. Daisy and Frederic Spedden went up on deck to find out what was happening. Daisy described in her diary how the ship was already tilting so she went to waken her son, his nanny and the maid. Muddie told him that they were taking a "trip to see the stars." An hour after the collision, Mrs. Spedden, the two servants and Douglas were helped into lifeboat number 3 (1:00) by a member of the crew. Since there were no other women and children in sight, Frederic Spedden was permitted to take a place along with twenty other men. Douglas must have been relatively unconcerned by the unfolding ordeal because it is reported that he slept aboard the lifeboat until dawn broke. When he woke at dawn he saw the icebergs all around and exclaimed "Oh, Muddie, look at the beautiful North Pole with no Santa Claus on it."

Unfortunately Douglas life was so short. On August 6, 1915, only two years after their narrow escape from the Titanic, Douglas was playing football near the family's summer house in Maine. He chased after his ball which had gone onto the street. He did not look as he dashed out into the road. He was hit by a car and killed. He was the first road casualty in Maine. The family never recovered from his death.

Several years after the death of Daisy and Frederick a distant relative discovered the storybook Daisy had written for Douglas in 1913, recounting the Titanic voyage through the eyes of a little boy's toy. Since it was published in 1994, Polar the Titanic Bear has sold 250,000 copies, ensuring that the story of little Douglas Spedden -- like the tale of Titanic itself -- will live on.
From 1:00 to 3:00 the Gymnasium was open to 1st and 2nd class children, including Billy Carter, who, under the watchful, friendly care of instructor T. W. McCawley, were encouraged to try out the bicycles, mechanical camels and horses, and rowing machines.

FIRST CLASS SWIMMING BATH (POOL)
One of the first-class verandah cafes was used as a playroom by the children, including two-year old Lorraine Allison and Douglas Spedden.

Eileen Lenox-Collingham, an eleven-year old cross channel passenger (one who boarded in England and disembarked at France or Ireland; therefore, they were not involved in the sinking) recalls,
"I remember vaguely, the enormous dining room. Of course, it was very exciting for us because in those days children led a very nursery life, we didn't have our meals with our parents; we had them in the school or nursery. And it was generally very plain food, I suppose, like milk pudding and rather dull things like that, so it was very exciting to have this elaborate food."

Mary Conover Lines  (16)
In April 1912, Elizabeth and her daughter, Mary, were traveling to the United States to attend her son's graduation from Dartmouth College. They boarded the Titanic at Southampton as first class passengers and occupied cabin D-28. After luncheon in the first class dining room on D Deck, the two ladies made a habit to stop for coffee in the adjoining reception room.

“I was just dozing off when I felt a jarring crash. We ran upstairs and someone steered us to a lifeboat. The ship was listing then and some lifeboats had been lowered, but many people were..."
refusing to get in them. The deck was covered with ice.”
“I particularly recall the British seamen were magnificent. They knew, of course, that they would lose their lives, but they calmly and carefully doled out blankets and biscuits to us as we got into lifeboat 9.” (1:20)
“At about 2 o’clock the huge ship sank with a dreadful noise and the orchestra played to the very end,” Mrs. Wellman said. “So we sat all night in the freezing dark. Some women tried to row to keep warm, but we didn’t want to get too far away from our location.”

JEAN HIPPACH  (16)

Jean Gertrude Hippach had been touring Europe with her mother who was trying to recover from the loss of two sons in the Iroquois Theater fire. They boarded the Titanic in Cherbourg as first class passengers.
They occupied cabin B-18.

Jean slept through the collision, awaking when the steam began roaring through the funnels. Ida Hippach heard someone say that they hit an iceberg, but no one was alarmed or thought there was any danger. She decided to go out onto deck because she wanted to see the iceberg as she had never seen one. An officer, walking past, told them to return to their room and get a lifebelt. Mrs. Hippach and her daughter came onto deck as they were lowering a lifeboat. They thought they would be safer on the Titanic, so didn't get into one of the earlier boats.

“We were walking by Lifeboat 4 (1:55) as it was being loaded and Colonel Astor told Mother and me to get in, although he said there was no danger. We clambered through the windows (on the Promenade Deck) and entered the boat, finding that it had a couple of sailors. “

From their position, about 450 feet from the ship, they heard a "fearful explosion" and watched it split apart. They rowed away, expecting the suction to pull at them. The lights all went out one by one then they all went out in a flash, except for a lantern on a mast. There was a fearful cry from the people in the water.

JACK THAYER (17)
Jack was only 17 and perhaps it was the fact that he was young and athletic that he survived. He had boarded the ship for its maiden voyage along with his father, and his mother. The night of the terrible accident, Jack was about to climb into bed when he felt the ship sway slightly. The ship's engines stopped and voices and running feet could be heard on deck. Jack called to his father that he was going up on deck to see the "fun." His father joined him. Although no iceberg was visible they were informed that the ship had hit one. They met the designer Thomas Andrews, who predicted that he did not "give the ship much over an hour to live." Jack remarked, "No one is better qualified to know."

At 13:15 a.m. the stewards passed the word for everyone to go below and dress in warm clothing and life preservers. Jack and his father went below to find his mother and her maid fully dressed. They hurried up to the lounge on "A" deck which was fast becoming crowded. Jack writes, "At 13:45 a.m. the noise on deck was terrific. The now idle boilers were blowing off excess steam through relief valves and the crew was launching distress rockets. Word was passed for women and children to board lifeboats on the port side."

The Thayer party proceeded to the port side of the ship. Jack and friend Milton Long were separated from the rest and they moved to the starboard side of the ship to collect themselves and decide what to do.
At 1:45 a.m. the ship was down at the head and the bow covered with water. Jack and Milton watched as the last boats were loaded. It was a confusing scene and Jack decided against trying for a lifeboat.

Discovering they were only 12 to 15 feet above the water, Long put his legs over and held on a minute and said 'You are coming, boy, aren't you?' Jack replied 'Go ahead, I'll be with you in a minute.' Long then slid down the side of the ship. Jack never saw him again as Milton was sucked onto a deck below and drowned. A short while later Jack jumped out, feet first. He surfaced well clear of the ship and then turned for a moment to watch the ship break up. He saw the second funnel break loose and fall into the water in front of him. He was sucked under the water.

When Jack surfaced he found himself next to a collapsible lifeboat B (2:20) which was floating upside down. Jack was helped onto the boat and eventually there were 28 men hanging on for their lives before rescue came. Jack tells of that terrible night on the capsized lifeboat. By 7:30 a.m., the Carpathia had arrived on the scene to rescue the survivors. Jack climbed aboard and there was his mother waiting at the top of the ladder. Their joyful reunion was short-lived when they realized that Jack's father had not been among those saved.
Georgette Madill (16)

Georgette Madell boarded the *Titanic* at Southampton as a first class passenger. She traveled with her mother, Mrs. Edward Scott Robert and her cousin Miss Elisabeth Walton Allen with whom she shared cabin B-5. The events of April 15, 1912 were described by Miss Allen. *As the Titanic plunged deeper and deeper we could see her stem rising higher and higher until her lights began to go out.*

As the last lights on the stern went out we saw her plunge distinctively, bow fist and intact. Then the screams began and seem to last eternally. We rowed back, after the *Titanic* was under water, toward the place where she had gone down, but we saw no one in the water, nor were we near enough to any other lifeboats to see them...

"Our boat was the first one picked up by the *Carpathia*. I happened to be the first one up the ladder, as the others seemed afraid to start up, and when the officer who received me asked where the *Titanic* was, I told him she had gone down."

WASHINGTON DODGE, JR. (4 ½)

Washington, too young to remember, recalls his mother saying, *The most terrible part of the experience was that awful crying after the ship went down. Our officer and the members of the crew wanted to go back and pick up those whom they could, but the women in the boat would not let them. I told them I could not see how they could forbid turning back in the face of those awful cries. I will remember it until I die, as it is.* Lifeboat 5 (12:55) first boat lowered

"They argued that if we got back where the people were struggling, some might capsize the boat struggling to get it, or might force the officers to overload so we would all go down."

She said that after the crying died down, two or three of the women became hysterical. *My mother was trying to keep me from realization of what was happening, but when some women on our boat began crying hysterically, I would begin crying and asking, 'Where's papa?'*

Mary Eloise Smith (18)
Ruth Taussig (18)
Vera Dick (17)

Vera Gillespie married Albert Adrian Dick on 31 May 1911. They boarded the *Titanic* at Cherbourg as first class passengers (Cabin B-20) . Vera Dick was to say afterwards that she would always remember the stars that night. "Even in Canada where we have clear nights I have never seen such a clear sky or stars so bright."

The Dicks were getting ready for bed when the ship hit the iceberg, and felt nothing. "We would have slept through the whole thing if a steward hadn't knocked on our door shortly after midnight and told us to put on our lifejackets because the steamship had struck an iceberg. We could see the iceberg. The night was clear and the sky was filled with stars."

Both were escorted to lifeboat 3 (1:00). According to Bert, he and his wife were locked in a farewell embrace, when he was pushed into the lifeboat with her. We had not gone far when we realized the big liner was sinking. Then, at a safe distance, away from the possibility of suction, we saw one deck after another sink from view. We could see men jumping into the water and could hear terrifying screams and shouts of distress. As the steamship went down the band was up forward and we could faintly hear the start of 'Nearer My God to Thee.' When they returned to Calgary, Bert was ostracized because he had survived.
The Tragedy of the Allison Family

When the Titanic hit the iceberg, Alice Cleaver took Trevor and left with him in lifeboat 11. ((1:30) Bess Allison was put in lifeboat 6 with Loraine, but refused to leave the ship without her baby. She dragged Loraine out of the boat and started searching for Alice and Trevor. When the Allisons realized that Alice Cleaver and baby Trevor were unaccounted for, they resolved that they would not leave the Titanic until after Trevor was found, nor would they be parted from little Loraine. they were last seen standing together on the promenade deck. They never found the baby, the rest of the family never made it to another lifeboat. They refused to leave the sinking ship without their baby, not knowing that his nursemaid had already gotten the boy safely away in a lifeboat. By the time they found out, there were no lifeboats left. Bess, Hudson and Loraine perished in the disaster. Loraine Allison was the only child in first and second class to die (53 of 76 children in third-class perished). Her body was never found.
Second class, while not quite as lavish as first, still provided many opportunities for children to enjoy themselves while roaming the elegant rooms and wide, open deck.
In second-class, children were not allowed into the gym, swimming pool, or luxurious restaurants the first class enjoyed, but they were still free to roam the decks and corridors, playing with simple toys and using their imaginations. Balls, tops, marbles, jacks, dolls and other standard playthings occupied the days of the second-class children just as they did with the first.
When I first saw the ship, I was shocked. I had heard about how large the ship was but I never actually thought about how it would be in person. My mother told me that it is 882 feet long. When I went inside, I couldn't even believe my eyes! I thought I must have been dreaming. It was so beautiful. Everything was so new. They call it "The Floating Palace" because of the fancy restaurants, reception room and staterooms. There were so many people, too.

When we first went in, we visited the boat deck which had the open boat space.

Second class promenade on boat deck.
SECOND CLASS LIBRARY

Second Class Dining Room  Location: “D” deck, aft of 4th funnel and aft
They said the Titanic has enough food to feed a small town. On the menu, they had things like curried chicken and rice, backed haddock with sharp sauce, spring lamb with mint sauce and roast turkey with cranberry sauce as their main dishes.

Today, I was woken up crushing noise from above me and a light swishing noise coming from underneath me. I was in my cabin when I heard this noise. Later on, my mom asked a stoker what was the matter. She looked at me and said "Madeline, get dressed. We're going up to the top deck."

I'm frustrated because I don't understand why we can't just get a lifeboat. I don't think that it should depend on your class if you get into a lifeboat or not. All we have to do now is wait like everyone else in second class.

Mother overheard a conversation happening between two other passengers about how apparently, on portside, they're allowing everyone willing to go into the lifeboats. She grabs my hand and drags me all the way to the other side of the ship and what do you know, she was right!

We got a lifeboat. It's boat number 14 (1:30) on Portside.

Looking at the huge ship, I feel slightly intimidated by its greatness. I look out at all the people still waiting to get into the lifeboats and I feel so terribly bad for them. I wish we could pile each and every one of them onto a lifeboat and save them all. It's scary to think that the lifeboats are almost all full and they're is still a great amount of people left on the ship.

Mother says I should face myself away from the ship. She doesn't want me to see it go down. I don't want to see it, either. I wish that none of this was true. I wish it was all just an awful joke they were playing on us and that nothing was actually happening. But I knew it was true.

This is just awful. The Titanic is going to sink any moment, now. I can't even bare to look at the ship. I'm so lucky that I got into a lifeboat.

Sitting here watching the rockets scares me, every time it goes off it seems so unexpected.
On embarking Marshall and his uncle were allowed to view the first class areas. They had a look at the gymnasium and barbers shop. The latter doubled as a souvenir shop and James bought Eight-year old Marshall Drew a ribbon like the ones which sailors wore around their hats,
showing union jacks, U.S. flags and the words *RMS Titanic* in gold lettering.

The Barber Shop was used not only for cutting hair, but for souvenirs too. There was one for 2nd class (located on E-Deck), and 1st class (located on C-Deck) too. It also served as a sort of lounge for the maids and valets brought by the passengers. The souvenirs were hanging from the ceiling, or on the walls. They sold penknives, banners, dolls, hats, tobacco, ribbons with RMS Titanic embroidered on it, and other things like that.

'When the 'Titanic' struck the iceberg at 11.40 pm, 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. All was calm and orderly. An officer was in charge. 'Women and children first,' he said, as he directed lifeboat number 10 to be filled, there were many tearful farewells. We and Uncle Jim said 'goodbye. The lowering of the lifeboat 70ft 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.
I am always annoyed at artists' depictions of the sinking of 'Titanic'. I've never seen one that came anywhere near the truth. There might have been the slightest ocean swell but it was dead calm. Stars there may have been, but the blackness of the night was so intense one could not see anything like a horizon.
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. This sounded like an explosion which of course it was not. As this happened hundreds of people were thrown into the sea.

LOTTIE COLLYER  (8)

Harvey and Charlotte Collyer were shopkeepers in the Southampton area who sold their business with the aim of emigrating with their daughter to the USA. Sadly their hopes for a new life in a new country were to be tragically dashed when the Titanic sank. Not only did Charlotte lose her beloved husband but also all their savings, as Harvey had carried the cash from the sale of their business with him. _Lifeboat 14 (1:30)_

Eight-year-old Marjorie “Lottie” Collyer lost her favorite doll on the Titanic, and Marjorie relates heartbreakingly, "I sobbed hardest when I thought of my dolly back there in the water with no one to mind it and keep it from getting wet." The famous doll's head found in the wreck of the Titanic may well have belonged to her.
Winifred Quick (8) and Phyllis Quick (2)

Winifred, along with her mother, Jane, and sister, Phyllis, boarded the Titanic as second-class passengers at Southampton, England. On April 14, neither Winifred, her mother, or sister, felt the ship’s collision with the iceberg. A steward peeked his head inside the cabin and demanded the family get their lifebelts on as the ship had struck an iceberg and was sinking. Winifred, her sister, and mother, walked up five flights of stairs to A-Deck. On deck, an unknown gentleman helped calm Winifred who was crying hysterically, and fastened Phyllis with a lifebelt. Jane put Winifred and Phyllis in Lifeboat No. 11, (1:30) but she was initially denied entry herself when the man in charge uttered, 'only room for the children'. Jane reportedly told him, 'either we go together or we stay together'. He finally let her join her children; she was the last one allowed in the lifeboat. Even in the lifeboat, Winifred continued to cry until someone noticed her shoes had fallen off and her feet were sitting in the freezing water.

RUTH BECKER (12) MARION BECKER (4) AND RICHARD BECKER (1)
Ruth Elizabeth Becker was the daughter of a Lutheran missionary. She was born in Guntur, India. When her brother, Richard, took ill, her mother Nellie decided to take him and the rest of the family to Benton Harbor, Michigan for medical treatment. Ruth, her mother, and her younger brother and sister, Marion, boarded the RMS Titanic as second-class passengers, with her father waiting behind in India to rejoin them later.

Although only on its first voyage, the Beckers certainly appreciated the opulence of their quarters - the Titanic boasted an elevator, dining saloon, library and men's smoking room for the middle class. Ruth was impressed by the pristine cleanliness of the new ship, the snowy-white china plates untouched by grime or food stains, and the beds never before slept in. She recalls, 

"To pass the time away, I would wheel my little brother up and down the deck. I would look in the dining room and it was the most beautiful sight I ever saw. You see, it was new, absolutely new. I just stood there and marveled, how beautiful everything was ... our cabin was on the port side toward the stern and very close to the waterline. I could look through the porthole and see the ocean. The water would be almost up to my eyes."

On that fateful night of April 14th, 1912, Ruth and her mother were awakened just after midnight by the sudden, eerie silence following the ceasing of the engines. Ruth recalled, "There was so much noise upstairs - they were running - running upstairs and in the halls - and yelling and all that. The first cabin steward we saw said, "No, there's nothing wrong at all - there's just been a little accident and they're going to fix it and we'll be going on in a few minutes."

Mislead by the steward's calming words, the two returned to bed, but their tension became fresh alarm as the engines failed to start again. Another inquiry of a steward revealed the true danger. Ruth and Nellie began to dress the younger children but did not bother to get changed themselves, merely throwing coats on over their nightgowns. In their hurry they also neglected to put on lifebelts.

"We had to climb five flights of stairs to a room full of women. They were all weeping - in states of dress and undress. Everyone was frightened - no one knew what would happen to them. Two officers came in and they said, 'Well, it's time to get into the lifeboats now.' So one officer took my
brother and the other took my sister, carried them, and my mother and I climbed an iron ladder to
the top deck to get into the lifeboats."

Shivering in the cold of the crowded boat deck, Nellie asked responsible Ruth to hurry back to the
cabin for some blankets. Without hesitation she responded to her mother's words. However, by the
time she returned, "the officers had put by little brother and sister in (boat number 11),
(1:30). They said, 'That's all for this boat.' And my mother just yelled, screamed, she said, 'Please let
me in that boat! Those are my children!' and so they did, they let her in the boat. Well, I was left on the
Titanic ..."

Ruth was then placed in Lifeboat 13. As she glanced up toward the bright decks of the Titanic,
crowded with the pale, frightened faces of those who knew they could not be rescued, a huge, dark
shadow obscured her vision. As the black shape descended closer, the alarmed passengers realized
that Lifeboat 15 was being lowered too quickly and was about to crush Lifeboat 13 beneath it.
Unaware of the perilous position of the lifeboat beneath, oblivious seamen continued to lower boat
15. The great black hull loomed closer ... closer ... closer - by now Ruth, forced to stand up due to
lack of room, could touch it. At the last moment, a crew member, pocketknife in hand, sliced the
ropes attaching Lifeboat 13 to the deck. It sailed away safely over the calm black water, with boat
15 following in its wake.

ALDEN CALDWELL (10 mo.)
Albert, his wife Sylvia had been Presbyterian missionaries in Thailand (then called Siam) for three years when Sylvia's health faltered in the tropical climate and was no better after the birth of their first child Alden. They decided to return to America with their 10-month-old son Alden. On the long journey home, they passed through Naples, Italy, where they briefly considered hopping a boat to America right away (ironically, this ship was the Carpathia). They then learned that the Titanic would soon be steaming across the Atlantic on its inaugural voyage. Upon reaching London, the Caldwells found the Titanic booked full, but they were told to wait at the White Star Line's office in the event of cancellations.

Albert returned to the White Star Line office the next day prepared to take a first- or third-class ticket, though he really wanted one from the second class. Before the day was done, Albert walked out with just what he wanted, second-class tickets for the Titanic.

Albert, who loved to take pictures all over the ship, took the opportunity one afternoon to ask a crewman to take him to the engine rooms of the ship. Once there, he took pictures of the stokers shoveling coal and then showed them how to use the camera. Albert then shoveled coal himself as the stokers took the pictures. That photograph saved his life.

The night the Titanic hit the iceberg, the family was already in bed. when someone came knocking on the door said, 'Get out of bed and put your lifebelt on.' Fortunately, the Caldwells found themselves on the starboard side. “Mom and Dad decided not to get off the ship, when a group of stokers suddenly appeared and one of them had been there when Dad took the photograph and recognized him ... and said, ‘Mr. Caldwell, if you value your life, get off this ship. The hull below is filling up with water and this ship will go down.’” Sylvia, who appeared visibly ill, proceeded to get into a lifeboat. "My mom and me were placed in the thirteenth boat. As the boat was descending, an officer asked Dad if the lady was his wife. When he told him she was he ordered him to get into the boat also.” There was plenty of room and the boat was not
filled to its capacity of 60 until it had descended several decks and had been boarded by sailors."

REMEMBER: Lifeboat 13 had to be cut loose from the side of the ship as another lifeboat began to descend on top of them.

Dawn brought the Carpathia and safe passage to New York. “They turned it down once before, they didn’t turn it down this time,”

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CONSTANCE WEST (4) and BARBARA WEST (10 mo.)

Edwy Arthur West decided to start a new life in the fruit culture business in Gainesville, Florida and, along with his wife Ada and two children were immigrating there by way of the Titanic. Barbara, her parents, and older sister, Constance, boarded the Titanic at Southampton, England as second-class passengers. Barbara was just 10 months and 18 days old making her the second youngest passenger on board.

When the Titanic collided with an iceberg at 11:40 p.m. on 14 April 1912 Barbara was asleep in her cabin.

Her mother, Ada, later recalled:

We were all asleep when the collision took place, and it was only the hurrying of passengers
outside the cabin that caused alarm. The steward made us all get up and dress thoroughly with plenty of warm things. Arthur placed lifebelts upon the children and then carried them to the boat deck. I followed carrying my handbag. After seeing us safely into the lifeboat, (#10, 1:20) Arthur returned to the cabin for a thermos of hot milk, and, finding the lifeboat let down, he reached it by means of a rope, gave the (Thermos)flask to me, and, with a farewell, returned to the deck of the ship.

André Clement Mallet  (2)

Albert and his wife, Antoinine, 24, and their 2 year old son André were returning to Montreal after visiting relatives in France. The Mallets had planned to return on the France, but like so many others, "sold the tickets they had procured to sail on Titanic", they boarded the ship at Cherbourg. Master André survived the sinking together with his mother. They were rescued by the Carpathia, from lifeboat 10. (1:20)

EVA HART (7)
Eva Hart recalled, "My bunk was below the one used by my father, and much of the time it was occupied by my doll and teddy bear which I had taken to keep me company. When I wasn't playing with the dogs or sight-seeing around the ship, my special playmate was another girl of about my own age. Her name was Nina Harper and she was particularly fond of my large teddy bear which my father had bought from the middle of a Christmas display at Gamage's large store in Holborn only a few months previously. We must have made quite a spectacle for the other passengers as we dragged this big teddy bear with us all over the ship. Our thoughts as children aboard the 'Titanic' were a long way from disaster and tragedy as we happily made teddy the center of our games together."

Eva, like Marjorie Collier, also lost her doll during the sinking.

Eva was sleeping when the Titanic struck the iceberg. Eva's father rushed into her cabin to alert his wife and daughter, and after wrapping Eva in a blanket, carried her to the boat's deck. He placed his wife and daughter in Lifeboat No. 14 (1:30) and told Eva to 'hold mummy's hand and be a good girl.' It was the last time she would ever see her father. When the Titanic sank a short while later, Eva, a tiny child, could not take her eyes off of the spectacle. With screams in the night as people hit the water and drowned, she watched as the ship broke apart, and then slipped into the sea. Even during Mrs. Hart's last years, her memory remained vivid and chilling. "I saw that ship sink," she said in a 1993 interview. "I never closed my eyes. I didn't sleep at all. I saw it, I
heard it, and nobody could possibly forget it."

"When the dawn came up and we were being picked up by the Carpathia, She recalled that the children were pulled up onto the Carpathia in a mailbag. "Because the children couldn't climb up rope ladders, we were each one of us, put in a mail sack and that was terrifying swinging about over the ocean."
“The sea was glassy smooth with only the stars casting eerie illumination on the death scene. Chairs, debris and bodies floated about.”
The worst thing I can remember are the screams,” Eva said, in a 1993 interview. “And then the silence that followed. It seemed as if once everybody had gone, drowned, finished, the whole world was standing still. There was nothing, just this deathly, terrible silence in the dark night with the stars overhead.”

NAN HARPER (6)

Reverend John Harper, Nana (Annie) (6) and Jessie Leitch (aunt)

Nan Harper was the six-year-old daughter of Reverend John Harper, pastor of the Walworth Road Baptist Church in London. Rev. Harper was traveling second class to Chicago to preach at the Moody Church for three or four months, and he and his little daughter were accompanied by a relative, Miss Jessie Leitch, who took care of Nan. (Mrs. Harper had died three years previously.) On the evening of April 14th Rev. Harper and Miss Leitch were standing on deck admiring the sunset. "It will be beautiful in the morning," remarked Rev. Harper before retiring for the night.

After the collision, Reverend Harper awakened his daughter, picked her up and wrapped her in a blanket before carrying her up to A deck. There he kissed her goodbye and handed her to a crewman, who placed her on her Aunt Jessie's lap on lifeboat number 11. (1:30) She was never to see her Father again, he perished aboard the Titanic. Since she had lost her Mother three years earlier, she was an orphan after the Titanic tragedy.

Robertha “Bertha” Watt (12)

Again like many others, the Watts were originally booked on the New York, but due to a coal shortage, they were transferred to the Titanic.

In a 1950's letter to Walter Lord, author of the famous Titanic-related book A Night to Remember, Bertha recalls a strange incident which occurred the afternoon she and her mother boarded the
"A queer little incident happened that afternoon. I remember Mother and some ladies having some tea, and as sometimes happened in those days, one of them read the teacups. Can't remember the lady's name, but in one cup she said, 'I can't see anything; it's like there's a black wall and nothing beyond.' Quite a good prediction for so many.

Bertha soon tired of the adult's conversations, but fortunately the 'ship of dreams' was a wonderland for an adventuresome, spirited girl of twelve. Teaming up with her newfound friend, fellow survivor 8-year old Marjorie Collyer, the two roamed the decks for days on end. It seemed Bertha also had a mature, refined side, as she could speak basic school French, and also passed time babysitting young Marcel and Edmond Navratil, toddlers from Paris who also survived the sinking. Of that night in the lifeboats (Lifeboat 9; 1:20), she remembered "we heard many pistol shots, and could see people running hopelessly up and down the decks. We didn't row much, just enough to get far enough away from the suction. Then we drifted around until dawn, occasionally flicking a gentleman's cigar lighter to let the other boats see where we were.

We didn't get aboard Carpathia until about 9 a.m. There was a rope ladder with a belt. My mother said, "go on, you can climb that. I went up without the belt." The captain roared down, "don't let anyone come up without a belt on."
Edmond Roger Navratil (3) and Michel Marcel Navratil (2)

Photo taken before the “orphans” of the Titanic were fully identified.

The boys are French brothers Michel (age 4) and Edmond Navratil (age 2). To board the ship, their father assumed the name Louis Hoffman and used their nicknames, Lolo and Mamon. The brothers boarded the Titanic at Southampton with his father Michel. **The family was traveling under the assumed name of Hoffman, because Mr. Navratil had stolen his two sons from his estranged wife Marcelle.** He led his fellow passengers to believe "Mrs. Hoffman" was dead and rarely let the boys out of sight. Once, he allowed himself to relax at a card game and let one of his tablemates, Bertha Lehmann, a Swiss girl who
spoke French but no English, to watch the boys for a few hours.

Michel recalled the voyage in an interview:  *A magnificent ship!*...*I remember looking down the length of the hull - the ship looked splendid. My brother and I played on the forward deck and were thrilled to be there. One morning, my father, my brother, and I were eating eggs in the second-class dinning room. The sea was stunning. My feeling was one of total and utter well-being.*

"My father entered our cabin where we were sleeping. He dressed me very warmly and took me in his arms. A stranger did the same for my brother. When I think of it now, I am very moved. They knew they were going to die." The boys were taken up to the boat deck where they were put in Collapsible D, the last boat to be launched. (2:05)

*I don't recall being afraid, I remember the pleasure, really, of going plop! into the life-boat. We ended up next to the daughter of an American banker who managed to save her dog - no one objected. “We had our back to Titanic and went to sleep. The next morning, I saw Carpathia on the horizon. I was hauled aboard in a burlap bag. I thought it was extremely incorrect to be in a burlap bag!”*

Aboard the *Carpathia*, the boys, unable to speak English, were dubbed the Orphans of the *Titanic*, when they turned out to be the only children who remained unclaimed by an adult. First Class survivor, Miss Margaret Hays agreed to care for the boys at her New York home until family members could be contacted.

Marcelle Navratil, recognized her boys from newspaper stories and was brought over to America by the White Star Line where she was reunited with her sons on May 16. The three sailed back to France on the *Oceanic*.  

**Bertha Lehmann**  (17)
Bertha Lehmann left her home in Switzerland on Easter Sunday headed for Iowa to surprise her brother and sister. She was accompanied by her father to the railway station. He kissed her good-bye and said: "I suppose, I won't see you again." he also expressed premonitions saying, "Bertha, every time you come along with me I have some sort of bad luck, and I feel now like something is going to happen to you."

Right from the beginning she became seasick and had to stay in her cabin. On Saturday she felt better and took her meal at the dining saloon. At her table sat Michel Navratil with his two children. After dinner Navratil asked her to keep an eye on them. On April 14th she went to bed at 11.30 pm and fell asleep. She likened the impact to a train "grinding to a very sudden stop." Navratil helped Bertha to put on her life-preserver and led her to the Boat-Deck. She entered a lifeboat 12 which was lowered at 1.25 am. She recalled hearing three loud noises and then saw the ship break apart.

William Richards (3) and Sibley Richards (9 mo)
James Sibley Richards had emigrated to Akron, Ohio. Emily, his wife, boarded the Titanic at Southampton as a second class passenger with her two young sons, William and George, planning to join him there. The family traveled with Emily’s mother, Mrs. Elizabeth Hocking, her brother George Hocking and sister Nellie Hocking. They had been originally due to have travel on the Oceanic but were transferred due to the coal strikes.

Emily Richards and Addie Wells had strolled the deck of the Titanic the night of the 14th, noticing how cold it was. She had just put her children to bed and was about to go to bed herself when the Titanic collided with an iceberg. After the collision, Mrs. Richards and her other family members put on their slippers and outside coats and dressed the children and then went up on deck in their nightgowns. They were told to pass through the dining room to a rope ladder placed against the side of the cabin that led to an upper deck. Mrs. Richards, her two sons, her mother, and her sister were pushed through a window into lifeboat 4. (1:55) They were told to sit in the bottom of the boat, they were so low they could not see over the gunwale. The boat was only a short distance away from the Titanic went it went down. The people in the boat pulled seven men out of the water. Mrs. Richards said:

"Two of the men were so overcome with the cold and exposure that they died before we reached the Carpathia and their bodies were taken aboard."

The boat had a foot of water in it before they were rescued by the Carpathia.

JOAN WELLS (4) and Ralph Wells (2)
Iris Stacey holds a photograph of her of her grandparents Addie and Arthur Wells and their children, Ralph and Joan, in her home in Medina. The family photograph was taken just a couple of years after her grandmother saved herself and her children during the sinking of the Titanic.

Joan Wells accompanied her mother, Addie Wells, and brother Ralph on the Titanic traveling to her father, Arthur, who had previously moved to Akron, Ohio. Addie had sold her household furnishings before leaving, but had brought her family linen with her. The linen included pieces inherited from her mother and grandmother. She boarded the Titanic at Southampton traveling second class with her two young children. They had been originally due to have travel on the Oceanic but were transferred due to the coal strikes.

The account of the sinking was told by her mother.

MRS. ADDIE WELLS and her children were well asleep when the Titanic struck the iceberg. She awoke to a tremendous jolt. She heard a commotion and a friend yelled "Dress quickly: there's some trouble I believe, but I don't know what it is." Having dressed the children she tried to get them to the boat deck but found many of the doors leading to the boat deck had been locked, she searched frantically until she found one that was unlocked."

An officer was shouting "Come on here, lively now, this way, women and children." She was grabbed by someone who told her, "This way," and she and her family were put into lifeboat 14. She had been told to lie down in the bottom of the boat and not make any disturbance as there was trouble enough. There were so many people in her boat (14; 1:30) that Addie could not sit down. Instead, she held her children in her skirts to keep them dry. Also in the boat was Mrs. Agnes Davis and her son John. Mrs. Davis was as confused as Mrs. Wells and asked her "what it was all about."
When the ship went down, people could still be heard screaming as they had been locked in their rooms.

The Wells' spent the night in the boat and were picked up at daybreak. On the Carpathia, she refused to sleep below and supposedly they slept on deck.

JOHN DAVIS. JR  (10)

John Davis was born in Cardiff, Wales the son of John Morgan Davis and Agnes White Davis. His father died shortly after his birth and so he and his mother decided to join John's half brother, Richard Nicholls, who had emigrated to, Michigan. They boarded the Titanic at Southampton as second class passengers along with another half-brother, Joseph Nicholls, who was another son of Agnes's first marriage. John, along with his mother, family friend Maude Sincock and Alice Phillips shared a cabin.

This is Agnes's account of the events that night.

'We were in our berths when the steamer struck the iceberg at 11.50 the night of Sunday. we felt the jar but did not imagine that anything serious had occurred. A few minutes later Miss Phillips' father, who was also a passenger on the boat called his daughter and told her to dress. She went on deck and returned shortly and said orders had been given for all the passengers to dress and put on lifebelts. I dressed, and although my little son was still sleeping, I decided to dress him. My older son Joseph had dressed and he came to the stateroom and put lifebelts on us. Through all this time we had received no warning from the steward, no orders to prepare for anything like what we were to experience. Had it not been for our curiosity to learn what was going on we might have perished. we went on deck about 12.15 and my son, John, and myself were placed in Lifeboat 14. (1:30).

Simonne Laroche (3)and  Louise Laroche (1)
In a letter posted at Cherbourgh, Juliette Laroche wrote:

The arrangements could not be more comfortable. We have two bunks in our cabin, and the two babies sleep on a sofa that converts into a bed. One is at the head, the other at the bottom. A board put before them prevents them from falling out. They were as well, if not better, than in their beds. At the moment they are strolling on the enclosed deck with Joseph, Louise is in her pram, and Simonne is pushing her. The sea is very smooth, the weather is wonderful. If you could see how big this ship is! One can hardly find the way back to one's cabin in the number of corridors. After the collision, a steward came to their cabin and told them to wear their lifejackets, Titanic had suffered an accident. Joseph put everything valuable money and jewels in his pockets. Unable to understand, Juliette let Joseph, who spoke English fluently, lead her to the lifeboats. (Lifeboat 14; 1:30)

Simonne’s first recollections of April 15th, 1912 were of the Cunard Carpathia, when she and her sister were hauled up in bags. Simonne remembered how frightening it had been and the image stayed with her. Onboard their mother already surmised that Joseph had drowned.

Edith Brown (15)
Edith, along with her mother Elizabeth, were sharing a Second Class cabin onboard the Titanic. Her father, Thomas W.S. Brown, was sharing another Second Class cabin further along the passageway. Edith remembers the night of April 14. “The sea was flat calm with no wind and looking up, she could see a mass of stars in the night sky. Looking down again towards the stern of the ship she could see great swirls of foam and turbulence as the ships propellers churned up the water, apparently, going full astern.

Later that night, her father stood in the doorway of their cabin and said, "There's talk that the ship has hit an iceberg." It was those fateful words that were to change their lives forever. He had advised them to put on warm clothing and life jackets and to follow him back up on deck. Thomas reached up to the top of the wardrobe and pulled down two lifejackets. Elizabeth was an extremely nervous person by nature and this action by her husband wasn't helping matters any. Edith at 15 years of age was not too worried at this stage and obediently did as she was told, knowing her father never made any rash decisions.

Making their way out of their cabin, they proceeded along the plush carpeted passageway to the first flight of stairs, which would take them up to the Second Class Promenade Deck. At this time there were just a few passengers moving about the passageways and stairs, some in evening dress, others with coats over night attire, and some with life jackets on.

They arrived at the top of the final flight of stairs and stepped out onto the boat deck into the cold night air, joining a group of people already gathered around lifeboat no.14. Lifeboat No. 14, (1:30) being their designated boat, had Fifth Officer Lowe in command.
As more people assembled around the boats there was an instant almighty deafening roar high above their heads as super heated steam exploded out of one of the waste pipes at the top of one of the funnels. This caused screams and shouts with people ducking almost as one, thinking for an instant that the ship would blow up beneath them.

The time had now come for Edith and Elizabeth to get into lifeboat 14 and Edith was dreading the thought of leaving her father on the boat deck and how it would effect her mother.

LYYLI SILVEN (18)

Lyyli Silvén was single woman from Northern Finland was immigrating to Minneapolis, MN with the help of her aunt and uncle Anna and Rev William Lahtinen. They boarded the Titanic at Southampton as second class passengers, Lyyli sharing a cabin with Anna Siukkonen.

This account is in the form of typewritten notes written by her.

Her name is Lilli Silven, and her aunt and uncle who were lost were William and Anna Lahtinen. They were 2nd class passengers from Finland.

The thing she was most emphatic about and mentioned first when I asked for her story was that the Titanic broke in half and both ends turn up. She was quite concerned that this be known as apparently she has hears [sic] otherwise all her life. The boilers exploded with much black smoke.

The people in the lifeboats were dirty from the smoke. She remembers the people swimming and screaming. Her lifeboat leaked and she was sopping wet. Spent eleven hours in boat until picked up by the Carpathia. Kids in boat hollering for food. Couldn't remember name of boat.

Party on Titanic night before. People drunk from party. _Was in bed & hit head. Jumped up and looked out window & saw ice. At first was thrilled because she thought it was snow. Heard people start yelling and getting up. Looked for uncle & aunt & couldn't find. Ran back & forth down the big hallways & it took her quite a while to find them. Uncle & aunt not excited. Lila was running around _holding life preserver. Her uncle told her to get on the life boat. Lila said, "I don't want to leave you. I don't want to be left alone". Uncle said, "No. You go." Didn't want to get on boat but uncle told to because parents living. He had a large cigar in his mouth. Uncle with help put Lila in boat. Uncle & aunt didn't even try for the boat. (Women& children first). Wanted to die together. Didn't want to leave each other. If ther [sic] was any hope anyone could be saved, Lila should get in boat. Had maybe one or two sailors in boat. Rowed like crazy to get away from Titanic before it sucked them under. Could see U & A standing on Titanic. Still had cigar in mouth. Could still see as boat sank.

"Listen, 60 years ago I was there. Big waves all night. So cold. Calm in morning. People screaming worst part of boat. Didn't know where going. Ice cold & wet. People swimming and screaming."

Remember band playing as boat sank. Didn't like music they played in New York when Carpathia landed. "Too sad." Played "Nearer my God to Thee" & she couldn't remember where she had heard it before.
Miss Amelia (Mildred) Brown was cook to Hudson Allison and family and travelled second class as did their chauffeur George Swane. During the voyage she shared a room (F-33) with Selena Rogers Cook, Elizabeth Nye and Amelia Lemore.

On the night of April 14th Mildred was very reluctant to get up even when Swane and her room mates warned her of the danger. Only when Miss Rogers exclaimed that she was surely the only person on the entire ship to remain in bed, did she stir. Mildred was rescued in lifeboat 11 and wrote to her mother from the Carpathia.

At last I have made myself sit down to write. I can't help thinking how lucky I was to be amongst the rescued. There were 2000 people about that on board and only about 700 were rescued. If happened at 11.30 Sunday night. Our boat ran into an iceberg and within 1 1/2 hours the vessel had sunk I couldn't believe that it was serious and would not get up until Swain [sic] came and made me that was the last / saw of him poor fellow. No sooner was I on deck that I was bustled to the first class deck and pushed into one of the boats and I found nurse (Alice Cleaver) and the baby (Trevor Allison) were there. Then came the lowering of the boats I shut my eyes in hopes I should wake up and find it a dream.

By the time we had got out of reach of the suction we stopped to watch her go down and you could watch her go too. It went in the front until it was standing like this then all the lights went out.
Shortly after we heard the engines explode and then the cries of the people for help. Never shall I forget it as long as I live. We were on the water from 12 till 6 in this small boat. Thank goodness it was a calm clear night or I don't know what would have happened. We were nearly frozen as there were Icebergs all round us.

Ever since I have been on here I have felt in a stupor. Everything seems too much trouble. I found Sallie (Sarah Daniels) had got on alright but poor girl she keeps worrying about her things, of course we have lost everything bar what we stand up in. I had my watch on my arm in fact it hasn't left it since we sailed and my money was in my pocket. I have not seen Mr and Mrs Allison. I suppose they have gone under but there is just the hopes that they may have been picked up by another. This vessel has turned back to New York with us. I have slept on the Dining Room floor both nights. We had a most awful thunderstorm last night and today it's that foggy.

Viljo Hämäläinen  (8 mo.)

Viljo Unto Johannes Hämäläinen ("William Hamlin") boarded the Titanic at Southampton with his mother Anna and Marta Hiltunen. They were traveling second class from their home in Eastern Finland to join her husband in Detroit, Michigan.

Anna and Viljo were rescued in lifeboat 4. (1:55)
In third class, the many lively immigrant children tagging around the feet of their parents were left to their own imaginations to entertain themselves during the voyage. Nevertheless, the great ship must have been thrilling for them; its four-berth cabins with running water and electric lights rivaled anything they could have ever dreamed of, and even with locked gates preventing them from sharing in the amusements of higher-class children, they found ways to make the voyage go by. Before the time of the *Titanic* and her sister ships, third class passengers had to bring their own food, water and bedding on board with them; here, meals were provided in the crowded dining halls, and their beds were provided with mattresses (though not blankets or pillows.) Among the youngsters traveling in third class were the Sages with their nine children, the largest family on board the *Titanic*, two-month old Millvina Dean, the youngest passenger.
THIRD CLASS MAIN ENTRANCE AND STAIRWAY

AFT WELL DECK and Poop Deck
3rd Class Lounge/General Room

THIRD CLASS DINING ROOM
Located on the starboard side of the ship, it served as a lounge, a nursery and a recreational area.
Frank Goldsmith (9)

Frank’s father, Frank Goldsmith, Sr., was headed for America hoping to find work in Detroit, Michigan. With them was their friend and neighbor, Tom Theobald, who was also going to America hoping also to find work in Detroit. Alfred Rush (15) was also headed to Detroit to live with his older brother. Frank’s parents had agreed to look out for him during the voyage. As they stepped on board Titanic, a man in a blue uniform checked their third class tickets and directed the Goldsmiths toward a small room near the stern of the ship. Mr. Theobald and Alfred were given berths in tiny rooms near the Titanic’s bow.

Nine-year old Frankie Goldsmith, a lively boy emigrating from England with his hardworking parents, recalls the great fun he had swinging from baggage cranes, straying into the boiler rooms and waving at the stokers shoveling coal, and getting every inch of his hands grimy in the process.

Deep inside the ship, Frank was thrilled to be sleeping in a bunk bed and immediately claimed the upper bunk for himself. In the narrow corridor outside the room, he met two boys about his own age. One of them was Willie Coutts also 9. Frank spent his time on board the ship playing with a group of young English-speaking third class boys that were about his age: Soon all three were running up and down stairs and pushing their way through crowded passageways. The boys climbed the baggage cranes and wandered down to the boiler rooms to watch the stokers and firemen at work. There Frank and Willie saw men shoveling coal into the flames of the huge furnaces that powered the Titanic’s steam engines.
When the ship struck the iceberg, Frank Sr. woke his wife and son, and, together with Theobald and Rush, the group made their way to the forward end of the Boat Deck, where Collapsible C (1:40) was being loaded. There was a ring of seamen standing around the boat, letting only women and children pass through. Frank wrote of the experience in his book, *Echoes in the Night*: "Mother and I then were permitted through the gateway, and the crewman in charge reached out to grasp the arm of Alfred Rush to pull him through because he must have felt that the young lad was not much older than me, and he was not very tall for his age, but Alfred had not been stalling. He jerked his arm out of the sailor's hand and with his head held high, said, and I quote, 'No! I'm staying here with the men.' At age 16, he died a hero."

Frank later recalled: "My dad reached down and patted me on the shoulder and said, 'So long, Frankie, I'll see you later.' He didn’t and he may have known he wouldn’t." Frank Goldsmith Sr., Thomas Theobald and Alfred Rush all died in the sinking.

Frank and his mother were rescued by the *Carpathia* in Collapsible C. As the *Carpathia* headed to New York City, Emily Goldsmith entrusted her son into the care of one of the surviving firemen from the *Titanic*, Samuel Collins, asking Collins if he would look after her son to get his mind off of the sinking. While his mother was busy sewing clothing from blankets for women and children who had left the ship in only nightclothes, Frank accompanied Collins down to visit the *Carpathia*'s stokers, and the men offered to make Frank an honorary seaman by having him drink a mixture of
water, vinegar and a whole raw egg. Frank proudly swallowed it in one go, and from then on, considered himself a part of the ship's crew.

Willie Coutts (9) and Neville Coutts (3)

William ‘Willie’ Loch Coutts was the son of William and Winnie Trainer Coutts. He boarded the *Titanic* at Southampton as a third class passenger with his mother and younger brother Neville. The family were on their way to Brooklyn, New York to join Willie’s father, William Coutts.

Willie made friends with Frank Goldsmith

Willie recalls his mother’s account of the events that tragic night:
“I was asleep when the ship struck. The crash was slight that I thought little of it. I lay awake for fully fifteen minutes before I got up. I dressed myself slowly, and then went out on deck to see what the trouble was.” “Every one was hurrying, but there was no disorder. I heard some talk about lifeboats, and then I hurried back to the children. I tied life preservers on the boys and then looked around for one for myself. There was none in sight.” “I rushed out on deck with the children following me.” “Just when I had given up hope of finding my way a seaman came along and said “Hurry now; all women and children to the lifeboats.” “He took us to the side of the ship but I wanted a life preserver. Just then an American gentleman who had heard me asking for a life preserver stepped up to me. He raised his hat, and then slowly removed the life preserver he had strapped to himself. “Take my life preserver, madam,” he said. Then he reached over and put his hand on the children’s heads.” “There were other brave men on board the Titanic, for I saw them helping women into the lifeboats as our boat pulled away. After kissing those they helped into the boats the men stepped back and did everything they could to load the boats quickly.” “I was in the first boat that was picked up by the Carpathia. There were seventeen in our boat. It was frightfully cold, but neither I nor the children suffered as much as the others, because we were fully dressed.”
Elias Nicola-Yarred (12) and Jamila Nicola-Yarred (14)

"My sister was 14 years old, and I was 12 when we boarded the Titanic. We were saddened to leave father behind, but were excited about being on board the R.M.S. Titanic, the largest, fastest and most luxurious ship of its time—and also said to be unsinkable! The anticipated arrival in New York was to be Wednesday, April 17. The water was calm, the weather typically chilly for April.

"At approximately 11:45 p.m. Sunday, April 14, my sister and I were awakened with a jolt. Soon an elderly man, whom we had met on board and who took a fatherly interest in us, came to our cabin and said calmly: 'Come out of your cabin and go to the upper deck. Don't bother about taking your belongings for now. You'll get them later.'

"We had steerage-class tickets, meaning we could go up to the second-class deck. But those on second-class and steerage could not pass through a guarded gate that led to the first-class upper deck. However, we were told it would be wise to get to the first-class upper deck in order to have a better chance of getting into a lifeboat. The only way this could be done was to climb an iron ladder from the steerage deck below up five or six decks to the lifeboats above. This we did with much difficulty, for it was hard for my sister to climb the iron ladder. But with help from others we made it.

"What a sight! Most of the lifeboats were gone. The crew was permitting women and children only to board the lifeboats—there were not enough for everyone. We saw women crying, not wanting to leave their husbands; husbands begging their wives and children to hurry and get into the lifeboats. Amid this complete pandemonium and mass hysteria stood my sister and I, two immigrant children, unable to speak English, frightened beyond belief, crying and looking for help.

The last lifeboat was being loaded. Rough hands grabbed my sister around the waist and hauled her unceremoniously over the railing of the ship. I was forced to let go of her hand and remained behind on the not-so unsinkable Titanic. A middle-aged gentleman was with his very young, pregnant wife. He helped her into the lifeboat, then looked back to the deck and saw others wanting to get aboard. He kissed his wife good-bye, and, returning to the deck, grabbed the first person in his path. Fortunately, I was there in the right place at the right time and he put me into the lifeboat.

Who was the gallant man who performed this kind act? We were told he was John Jacob Astor IV.

[Collapsible C]?
"I was happy to be in the lifeboat, but I still had a feeling of sorrow for the ones left on the Titanic. Looking back at that big, beautiful ship, I could see it from a different perspective and, with some of the lights still on, I could see the size and beauty of the ship. In the stillness of the night and with sound traveling so well over water, we could hear the band playing on deck and people singing 'Nearer My God to Thee.' The crew rowed away from the ship as far as they could. There were fears that a suction would develop when it made its final plunge into the ocean depths.

"The Titanic sank about 2:20 a.m. April 15, 1912, according to the records. I saw it slide down into the ocean to its horrible finish. The moment it sank left a memory of something that haunts me till this day. It was the eerie sound of the people groaning and screaming frantically for help, as they were hurled into the icy water. Almost all died from the cold water. The sounds lasted for about 45 minutes and then faded away."

Maria (9) and Georges Touma (8)
Eight-year old George Touma and his sister, Maria, explored every inch of the ship against their mother's wishes, even camping out in an empty cabin next to theirs. Maria and George loved the Titanic with its endless maze of corridors and staircases, and so many rooms to explore. Although, like most other
Lebanese immigrants, the Toumas were in third class, which offered meager accommodations compared to the splendor enjoyed by the rich, the children whiled away the long days racing through the hallways and camping out in empty rooms.

George remembers with fondness an unoccupied cabin right beside their own in which he and Maria played. Mother was extremely nervous about her children getting lost in the steerage labyrinth.

Late that fateful night, Anna was beside herself with worry. George, after a rowdy day of traipsing the ship, had returned to the cabin heavy with sleep, but little Maria was missing. While standing in the doorway of her cabin asking one of her fellow Lebanese men if he had seen her daughter, a tremendous jolt racked the ship, followed by the ominous sound of splintering ice. The impact thrust the door shut, slicing Anna's trapped hand along the index finger. She hurried down the corridor to the infirmary to get her hand bandaged. All around her immigrants were leaving their cabins, some just as flustered and confused as she was, others dreadfully solemn. Anna was no fool. Although she had no idea what would become of her, she wasn't going to sit around and wait for help that may never come.

With the intention of returning to find Maria once she had a clear view of the damage the iceberg had caused, Anna braved the treacherous obstacle course ahead of her, George in hand.

Frightened as Anna was, she knew she could not leave the ship without her daughter. Leaving George alone amongst the crowds with the instructions to remain right where she had left him, Anna braved the swiftly flooding lower decks to search for her daughter. One can only imagine her mingled relief, hysteria and anger when she found that Maria had been sleeping in the spare stateroom beside their cabin the entire time!

Hurriedly Maria was stuffed into her coat and rushed from the stateroom. Realizing the tremendous peril they were in now, Anna paused only to snatch up the cherished piece of paper bearing her husband's address. Without it, they would be all alone in a new world, helpless and lonely - if they managed to make it off the Titanic at all.

As Anna, dragging Maria along with her, hurried up a staircase leading away from the steerage area, she was shocked by a deafening bang below her. Although she did not stop to ponder why, the frightening truth was that the gates to third class had been locked by crewmen. If they had been a second too late, mother and daughter would have been trapped below. Miraculously, unlike so many other mothers and children, Anna and Maria were reunited with young George exactly where he had been left.
The eight-year old was in tears, sobbing over how crewmembers had tried to place him in lifeboats but 'he would not leave without Mama.' They were finally placed in Lifeboat 2; 1:45)

LAURA CRIBB  (16)

Sixteen-year old Laura Cribb wrote poems and drew pictures of the Titanic in her diary.

In 1912 Laura and her family had been staying in Bournemouth, Dorset, England. She and her father boarded the Titanic at Southampton as third class passengers; their destination was Newark, New Jersey. To the rare presence of mind of her father, John H. Cribb, who lost his life when the Titanic sank, Laura M. Cribb, 17 years old, believes she owes her life to him. “I myself had been asleep only a few minutes when the alarm was sounded, and hardly realizing any danger, I dressed and went out. I found my father waiting for me. He grasped me by the hand
and almost dragged me to the deck above by a passageway which was known only to persons familiar with the ship. 

As a butler in prominent homes around New York he had acquired friendships which gave him entry to circles of that vocation, and some of those acquaintances renewed on board the Titanic stood him in good stead at this time, for we were permitted to mount to the upper decks by this stairway, used ordinarily only by employees. He escorted me to a lifeboat and, placing me in one which was about to be lowered, he bade me good-by, saying that he would get into another and meet me in a short while. [Lifeboat 12; 1:25] I did not see him again.

From a lifeboat, Laura Marie Cribb watched the luxurious vessel's lights go out and listened to the "most terrible shrieks and groans from the helpless and doomed passengers who were left on the wreck of the great ship."

**Julia Smyth (17)**

Julie Smyth of Kilcoghy, Co., Cavan, boarded the *Titanic* at Queenstown as a third class passenger. Her destination was New York City. She was rescued, probably in lifeboat 13. (1:30)

**Marguerite Ruth Sandström (4) Beatrice Irene Sandström (1)**

Agnes Sandström and her daughters had been visiting her parents in Sweden. They boarded the *Titanic* at Southampton as third class passengers. They joined a group of Swedish passengers. Too young to remember themselves, this is their mother’s story of the night.

On the *Titanic* she shared cabin with Elna and Selma Ström. She told later that she did not believe it was for real, when she was woken by a steward after the collision but she had gone up to the
boatdeck. The Ström family followed Agnes and her children but in the confusion on the aft well deck ladder she lost sight of the Ströms and never saw them again. She stepped with her children into lifeboat 13. (1:30)
In later years Beatrice remembered nothing about the trip and could only tell what other people had told her, but once said that when she was a child she used to say: "Look, the moon is falling down", perhaps recalling the rockets fired as the ship went down.

Lillian Asplund  (5)    and    Felix Asplund  (3)

Lillian's father had taken his family to Sweden to help his widowed mother settle problems with the family farm. By early 1912, the family was ready to return to the United States, and Lillian's father booked passage for his family aboard the Titanic. Lillian, her parents and 4 brothers boarded the Titanic at Southampton, England as third-class passengers. Lillian was five years old at the time and recalled that the Titanic "was very big, and it had just been painted. I remember not liking the smell of fresh paint."

When the Titanic struck the iceberg at 11:40 pm on the night of April 14, 1912, Lillian's father woke his sleeping family and then put all important papers, including cash, into his pocket. Lillian, her mother and brother, Felix, were loaded into Lifeboat No. 15. (1:35) Lillian later recalled, "my mother said she would rather stay with him [my father] and go down with the ship, but he said the children should not be alone. [My mother] had Felix on her lap and she had me between her knees. I think she thought she could keep me a little warmer that way

In an interview conducted with Miss. Asplund, some time ago, she recalled the disaster and relayed how she remembered being passed through what she described as a window (later identified as the First Class Promenade Deck) into a descending lifeboat and looking back up at the sinking Titanic. Having left 3 of her brothers, including her twin, Carl, and her father onboard the doomed ship, she maintains she was haunted by their faces peering over the rail at her for much of her life. She recalled her father was holding
her twin and her 2 older brothers were on each side of them. Lillian was rescued in lifeboat 15 with her mother and brother, Felix. [1:35]

**Once on the Carpathia, Lillian remembered:**

A woman took all my clothes off me. My clothes had gotten very dirty and wet in the lifeboat. My mother was trying to find me. She was saying, 'I have a daughter!' Well, she found me. And eventually my clothes were dry, and I put them back on. They took us, the children, to the place where they take people who are sick. Well, not sick, but people who needed a little more attention. The people on the Carpathia were very good to us”.

Leah Aks (18)  son  Frank  (10 mo.)
Mrs. Sam Aks (Leah Rosen), 18, boarded the Titanic at Southampton with her baby son Frank Philip Aks. Leah and "Filly" had left their home in London for Norfolk, Virginia, where Leah's husband Samuel, a tailor, was waiting for them.

Though Leah and Filly were booked onto an earlier ship, Leah’s mother convinced her to wait a week and travel on Titanic, considered the world’s safest liner. Four days into their journey, after the ship struck an iceberg, Leah and Filly followed other third-class passengers to the bottom of the third-class staircase at the rear of the ship.

At 12:30 p.m., the crew permitted women and children in this group to make their way to the boat deck. When crew members saw that Leah and Filly couldn’t get through the crowd up the stairs, they carried the two. Leah and Filly made it to the boat deck, part of the first-class area of the ship. Madeline Astor, the young wife of millionaire John Jacob Astor, covered Filly’s head with her silk scarf. Suddenly a distraught man—who had been rebuffed by the crew when he attempted to get into a lifeboat—ran up to Leah and said, “I’ll show you women and children first!” The man grabbed Filly and threw him overboard.

Leah searched the deck until someone urged or pushed her into lifeboat 13. She sat in the middle of the Atlantic with 63 others in number 13, a broken woman.

Hours after Titanic went down and the cries for help from those dying in the water faded away, the
liner Carpathia arrived at daybreak. Leah searched the deck of Carpathia in vain for her baby. Despondent, she took to a mattress for two days. Titanic survivor Selena Cook urged Leah to come up on deck for air. When she did, she heard Filly’s cry. Unknown to Leah, Filly had fallen into lifeboat number 11, right into another woman’s arms.

After their rescue Leah and Selena were walking together on the deck of the Carpathia when an Italian woman passed them holding a baby, Leah recognized Filly at once. She went to Captain Rostron and appealed to him to help her get her baby back, he took the two women to his room and asked each to provide proof of identity. Leah was able to describe a birthmark on Filly's chest and he was returned to her.

Sophie Abraham (18)

She was married to Joseph Abraham (born 15th June 1887, died 2nd October 1952) and they lived in Greensburg, Westmoreland, Pennsylvania. She was returning from visiting friends and family in Syria. She boarded the Titanic at Cherbourg as a third class passenger.

In a rare interview, Sophie Abraham told of lying awake on her bed in the ship Titanic. Troubled by sleeplessness. All at once came the crash. Gesturing with her expressive hands, Mrs. Abraham illustrated how the great ship rocked and swayed, and how the half dressed people swarmed up on deck. Then she told of the orders from the officers to lower the lifeboats, how women were placed in the boats, how one by one they were filled and rowed away, and then finally, how she was picked up by a sailor and thrown into the sea, the sailor missing the lifeboat in his haste.

When she came to the surface, after her plunge, Mrs. Abraham says, she was taken into a crowded lifeboat. A big wave upset it and all were in the water. Another lifeboat picked Mrs. Abraham up with two or three others from the overturned boat. Four sailors in her lifeboat rowed away from the side of the sinking ship. Finally they joined a group of lifeboats, and the little flotilla was fastened together with ropes to afford better protection to the damaged boats.

Virginia Emanuel (5)
Miss Virginia Ethel Emmanuel, 5, boarded the Titanic at Southampton with her Nurse Miss Elizabeth Dowdell who was escorting her to her grandparents home in New York, NY. The voyage up to the time of the disaster had been a delightful one. They had enjoyed very fine weather and the sea was quite calm. Virginia’s final day on the Titanic is told by her nurse, Miss Dowdell.

"I was just about to sleep when I was awakened by the crash," An officer rapped at the doors and advised them get hold of a life belt. "With those words I aroused little Virginia from her sleep and dressed her. I then hastily threw on a few clothes and a heavy gray sweater and started for the deck. "Little by little we felt the ship sinking. Virginia and I were pushed toward boat No. 13 (1:30) that was being lowered. Virginia was snatched away from me, but a man cried, 'Let her have her child.' She was placed in my care and I felt in the moment of distress that I was responsible for her safety.

"There were about seventy passengers aboard our boat. We were but ten feet above the water when we noticed a huge stream of water came rushing from the ship's side. We feared we would be swamped by the rush of water when we touched the level of the sea. Down, down we went. The force of the swell of the sea carried us directly under boat No. 14, and it was fortunate for us that we weren't crushed to death, for she was swinging above our heads. One of the men, however, managed to cut the ropes in time to escape the drop of No. 14 over our heads.

"About two o'clock that morning we could notice the Titanic settling very rapidly, with the bows and the bridge completely under water. In a few moments she was devoured by the great waters of the ocean. Presently low down on the horizon we noticed lights, which were none other but those of the Carpathia.
Manca Karun (4)

Frank Karun, center, survived the sinking of the Titanic, with daughter Manca, second from left

When Titanic began her maiden voyage from Southampton, England, bound for New York City on April 12, 1912, Frank Karun, his 4-year-old daughter Manca and his wife’s brother-in-law were among the passengers were. Karun was returning from his homeland after selling the family farm for $750, all of which was lost when the Titanic sank. The threesome boarded the ill-fated Titanic at Cherbourg as third class passengers.

Karun was asleep when the Titanic struck the iceberg. He was in the third class sleeping room at the rear of the boat with his daughter and brother-in-law John Markum. When they quickly dressed and got to the deck they could see the forward end of the boat was sinking. A lifeboat was lowered, perhaps the last one, and Karun’s daughter was lowered first. Karun was the last to be lowered by rope, which greatly surprised him since all the rest were women and children. There were 52 people on the rescue boat

Artur Olsen (9)

Artur Olsen, 9, was born in Brooklyn, New York of Norwegian parents Karl Siegwart Andreas Olsen and Ragna Nilsen. After his mother's death in 1906, his father, Karl Olsen, took him to Trondheim, Norway to live with the boy's grandmother, Anna Andersen.

Carl Siegwart returned to America where he remarried to Ester (Esther), who was of Swedish origin. Artur's grandmother died in 1911 so Carl Siegwart traveled back to Trondheim to take Artur back with him to New York. Karl Olsen and his son were originally booked on the Philadelphia but they were transferred to Titanic which they boarded at Southampton as third class passengers. Father and son probably shared a cabin with Fridtjof Madsen with whom they had travelled from Trondheim via Newcastle.

After the collision Karl carried his almost sleeping son to lifeboat 13 and said to him that he should be a good boy, and that he would soon come back to him, however Karl was lost in the sinking. Fridtjof Madsen was standing nearby and probably also entered the boat at this time. He was said to have been rescued from the water but boat 13 did not pick up anyone from the water.

In New York Artur's stepmother did not know that her husband and stepson had been on board the Titanic.
Luise was the daughter of Anton and Luise Kink. The Kink family were joined by Anton’s siblings Maria Kink and Vinzenz Kink. They all boarded the Titanic at Southampton as third class passengers. Mrs. Kink and her sister-in-law together with her daughter had a cabin at the stern. Anton and his brother Vinzenz had a cabin on G-Deck towards the bow together with several other men.

On April 14th April her husband appeared after the collision, woke her, and told her what had happened. The women dressed. Anton looked for a life-preserver for his wife. Anton Kink and his family somehow managed to reach the Boat-Deck. On their way, they lost his brother and sister in the crowd. His wife and daughter entered Lifeboat 2 but Anton had to stay back. The boat was about to be lowered, when he jumped into the boat, when his wife and daughter cried out for him. The Kinks in boat #2 were among the first to be rescued by the Carpathia. Anton Kink had lost everything except a few cheap Swiss cigarettes.

Louise Gretchen Kink, bottom left, was a 4-year-old passenger aboard the Titanic. Also shown are Randall’s grandmother, Louise, left, on the dock prior to boarding the ship, along with an unrelated family.
Johan Svensson (14)
Johan Cervin Svensson was the eldest son, Anna and Ellen were older. His father and Jenny had gone to Alcester, Beresford, South Dakota, USA in 1911 and the rest of the family was intending to follow. When Johan was ready to go his mother sewed 15 Kr into his jacket lining as spare cash. He boarded the Titanic at Southampton as a third class passenger. He later recalled that when the Titanic was sinking he sneaked onto the first class boat deck and after being refused twice finally got into lifeboat 13, the third boat he tried to enter.

Anna Sofia Turja (18)
Anna boarded the Titanic in Southampton and traveled in third class. She shared a room with Maria
Panula, her children and neighbor Sanni Riihivuori. The women were all in the room when the *Titanic* struck the iceberg. **Anna, who was awakened by the collision, described it as like a shudder. Anna thought that there was something wrong with the engines. She got up and slowly dressed herself.** The other women did the same thing. **The brother of one of the women came to their cabin and told them that something was wrong and that they should wear warm clothing and put on their life jackets: 'Get up or soon you will be at the bottom of the ocean.'**

As they made their way towards the deck a seaman tried to bar their way but Anna and her party refused to obey. He didn’t stop to argue with them but the doors were closed and chained behind them to prevent others from coming up. 'We were not told what had happened, and had to do our own thinking.' It was, she said, pure chance that they emerged on the boat deck. They could hear the band playing.
As they pulled away from the ship Anna heard loud explosions and saw the lights, which had until then been burning brightly, go out. The lifeboat was close to the Titanic when it sank. The moaning and calling for help were awful, she later described the cries in the water: "finally it was almost like an hymn, you could hear" which continued for what she thought was two or three hours. She was told they couldn't go back to rescue swimmers because there the boat was full. In the boat, men and women burned hats and other items so that the other lifeboats would see them and keep close together. Anna lost everything she had except her clothes. Anna's name had been on the lost passengers list, and it wasn't until 5 or 6 weeks later that her family in Finland received a letter from her that they found out she was alive.

Harold Johnson (4)  Eleanor Johnson (1)

Mrs. Elizabeth Johnson, 24, was married to Oscar Walter Johnson. They and their children, Harold Theodor and Eleanor Ileen lived in St. Charles, Illinois. She and the children were returning from a visit to Oscar's parents home in Sweden. They traveled via Malmö (where they bought their tickets) and Copenhagen. They boarded the Titanic at Southampton. Elizabeth and her children got into one of the last lifeboats on starboard side (15; 1:35). A man, probably Gunnar Tenglin, stepped out of the lifeboat to offer a place. After that he found there was still room left in the lifeboat and stepped back in.
Catherine "Kate" Murphy (18)

Catherine "Kate" Murphy from Ireland, was one of thirteen children born to Michael Murphy and Mary Lyons. Catherine's mother was often sick, and her father had died when they were young, so their oldest brother was head of the family. He was very overbearing and gave the girls little freedom. Catherine, and her elder sister Margaret Jane had two sisters and a brother already living in America and they wished to go also; but their brother would not permit them to. Their neighbors bought third class tickets for themselves on the Titanic, and then secretly bought tickets for Kate and Margaret as well. When the boys left for Queenstown Kate and Margaret came with them, pretending that they were planning just to see them off on their journey to America. Kate and Margaret Murphy boarded the Titanic at Queenstown as third class passengers. Catherine and Margaret shared cabin 161 on E-deck with Kate Gilnagh and Kate Mullen.

Later Catherine and Margaret would talk about how being on the Titanic was one of the greatest things that they had ever been able to do. They remembered having particularly enjoyed parties in the third class public rooms.

On the night of the sinking, Kate and Margaret were getting ready for bed when their neighbors came to their room to tell them what had happened. Neither of them had felt the impact and didn’t realize anything was amiss. On their way to the lifeboats Kate and Margaret, as well as Kate Gilnagh and Kate Mullen were held back at a gate by a determined crewman. They were allowed through when James Farrell yelled "Great God, man! Open the gate and let the girls through!" The crewman complied. Kate and Margaret eventually found their way, after being separated from Kate Gilnagh, to the Boat Deck where they were helped into (probably) lifeboat 16.

Mary Catherine “Kate” Gilnagh (17)

Photograph taken shortly after the sinking.

Katie's parents would not believe that she survived until they received the photograph.

Miss Mary Catherine "Katie" Gilnagh, 16, from Co Longford, Ireland boarded the Titanic at Queenstown as a third class passenger. She shared cabin 161 on E Deck with Katie Mullen, Kate and Mary Murphy. Miss Gilnagh was bound for New York, NY. She was rescued in lifeboat 16.

Adele Najib-Kiame (16)
Adele Kiame was summoned by her father to join him in New York where he had started a silk-work company. Adele left her hometown with a woman named Latife Beaaklini who also took her daughters with her, to follow her husband who had opened a pharmacy in the United States.

Once news of the Titanic sinking reached them, Adele, Latife and her daughters went to deck and got on a rescue boat. However, Adele decided to go back to try to rescue whatever she could of her belongings, including some amount of money she had hidden in socks. She didn’t stop with at the socks. She tried to get some dresses and other belongings with her. The crew refused and threw them all away. When Adele returned, the boat was full. So Latife started shouting, as the boat was being lowered, for them to stop and let Adele on. She was screaming in Arabic. The crew couldn’t understand and there was nothing they could do – the boat was already full. Adele, stood stranded on deck: a 16 year old minor who didn’t know the language. She caught the eye of the person you’d least expect: John Jacob Astor, the ship’s wealthiest man. So he carried Adele and gave her to his bride whom he had secured on one of the rescue boats. Astor’s wife then took off her coat and gave it to Adele who was afraid and shivering.

Once they reached New York, Adele’s father hosted the survivors.

Mrs Selini "Celiney" Yazbeck (15)

The young bride was traveling to Wilkes-Barre, PA from Lebanon with her husband Antoni Yazbeck. They boarded the Titanic at Cherbourg as third class passengers. Antoni was lost in the sinking. Selini was rescued in collapsible C. A widow at the age of 15.

MILLVINA DEAN (2 mo.) and BERTRAM DEAN (1)
Millvina Dean  -- Last Titanic Survivor  1912 - 2009

Being only 2 months old during the Titanic disaster, Dean had no recollection of the event, but her mother told her the story when she was 8.

On the night of the sinking her father Bertram was alerted to the danger by the actual collision. He left the cabin to investigate and soon returned, telling his wife Ettie to get the sleeping children dressed and up on deck.

Millvina, her mother and brother were all rescued. They returned to England aboard the Adriatic. It was on the Adriatic that Millvina became quite a spectacle: that such a tiny baby could have came through the ordeal alive. First and Second Class passengers on the Adriatic queued to hold her, and many took photographs of her, her mother and brother, several of which were published in contemporary newspapers.

"[She] was the pet of the liner during the voyage, and so keen was the rivalry between women to nurse this lovable mite of humanity that one of the officers decreed that first and second class passengers might hold her in turn for no more than ten minutes"
Banoura Ayoub-Daher  (15)

Miss Banoura Ayoub, 15, was traveling to Columbus, USA to join her uncle in Ontario, Canada. She did not know or understand English and left her parents behind in Lebanon. She boarded the Titanic at Cherbourg as a third class passenger with her cousins Shawnee George Whabee, Tannous Thomas, Gerios Yousseff and Tannous Doharr. The rest of the group were bound for Youngstown, Ohio.

When the Titanic hit the iceberg, Banoura was below deck with the other third class passengers. It was only after some first class passengers came below deck urging the women and children to leave that Shawnee took her by the hand and went to the main deck and ultimately to Collapsible Lifeboat C. Banoura's three male cousins remained on board the Titanic and perished in the disaster.

Banoura eventually made it to her Uncle's home in Owen Sound, Ontario, Canada only to be turned away by her distraught Uncle. He would not allow her to stay with him after his son died.

Meier Moor  (7)

Master Meier Moor from Russia, boarded the Titanic at Southampton with his mother, Mrs. Beila Moor. Mrs. Beila Moor, 27, a 'tailoress' from Russia, boarded the Titanic at Southampton with her son Master Meier Moor. They were originally to travel on the Adriatic but were transferred because of the coal strike. Their cabin was E-121.

Biela had lost her husband several years before when he had gone to war and the mother and son had previously traveled to America months earlier to live with relatives but discovered the family had moved. Meyer recalled that he passed the time on-board by asking adults to save for him the cards, some illustrated with cowboys and Indians, that came in their cigarette packs.

After the collision, Beila recalled, they were jostled up a stairway onto the Boat Deck where she and her son were able to join a lifeboat. As Meyer watched the ship sink he mostly missed his lost cigarette cards.

After their rescue by the Carpathia Beila and Meier passed through immigration at New York and then on to Canada. Later they moved to Chicago and Beila remarried. In America their names became Bella and Meyer.

Thamine “Thelma” Thomas  (16) and son Assad Thomas (5 mo.)

Mrs. Alexander Thomas (Thamine "Thelma" ~) (1), 16, was born 25 December 1895 in the Lebanon. She boarded the Titanic at Cherbourg with her 5 month old son Assad and her brother Charles. Traveling as third class passengers. They didn't speak English, but were headed to America from Lebanon to meet up with Mae's father and other family members who were preparing to open a business in Wilkes-Barre. A horrific scenario unfolded as they made their way to the lifeboats on the upper deck.

Her story is told through her granddaughter, Mae.

“Unable to speak English, the only thing my grandmother could do was cling to her brother,
Charles, who was holding onto her infant son. In the chaos of loading people onto lifeboats, a crew member lifted her onto a lifeboat - separating her from Charles and her son. She called out for the little boy as the boat was lowered to the water, but crews could not understand her pleas. "She was crying in Arabic for her baby."

Realizing he couldn't get Assid to his mother, Charles handed him off to a woman (Winnie Troutt) in a different lifeboat. (16) Unsure of the fate of her baby, Thelma went into shock. She could remember screaming in the night and the band playing," Mae said. Thelma spent three months in a New York hospital and when she finally regained her senses, she reconnected with her son - who was wrapped in the same blanket he had on the night the ship sank. Assid and Thelma survived the ordeal, but Charles died.

Maria Catherine (5), Eugenie (3), and Helene Barbara (9 mo.) BACLINI

Mrs. Solomon Baclini (Latifa Qurban), 24, was born in Schweir, Syria (now Lebanon). Latifa boarded the Titanic at Cherbourg with her three daughters: Eugenie, Helene Barbara and Maria Catherine. They were traveling from their home in Syria (now Lebanon - they would have considered themselves to be Lebanese) to join Latifa's husband who was already in New York. They were not originally scheduled to travel on the Titanic but Maria developed conjunctivitis (pick eye) and they had to abandon plans to board their original ship in Cherbourg, until it cleared up. The Titanic was the first available ship when they were ready to resume their journey so they booked passage in third class. Travelling with them was Miss Adele Jane Kiamie Najib who was going to the United States to be married. Mrs. Baclini was serving as her chaperone since Miss Najib was only in her teens.

When the collision occurred Mrs. Baclini knew something was wrong and somehow made her way with her daughters and Miss Najib to the boat deck. Supposedly, when they were boarding Collapsible C, the officer loading the boat would not let Miss Najib on because she was not a "blood relative" of Mrs. Baclini. However, Mrs. Baclini insisted that she could not arrive in America having saved herself and her daughters and tell Miss Najib's family that she had to leave her behind. They finally let Miss Najib on the boat. This conversation had to have taken place in either French or Arabic since neither Mr. Baclini nor any of the others spoke English.

Mrs. Baclini's husband did not know his wife and daughters were on the Titanic until after they arrived in New York.

Adele "Jane" Najib Kiamie (15)

Miss Adele Jane Kiamie Najib, 15, was born in Syria (Lebanon) on 14 November 1896, the daughter of Najeeb Kiamie and Merion Nasias. She boarded the Titanic at Cherbourg as a third class passenger together with Latifa Baclini and Mrs Baclini's daughters (ticket number 2667, £7 4s 6d). She was travelling to America to be married. The women and the three girls were rescued in collapsible C.

Edward Arthur Dorking (18)

Mr Edward Arthur Dorking, 19, a single man from Liss, Hampshire, boarded the Titanic at Southampton as a third class passenger (ticket number 10482, £8 1s). He was travelling to join his uncle, Fred Cooke at Oglesby, a cement manufacturing town about five miles south of LaSalle, Illinois. Dorking's stepfather Mr John C. Baker lived in Clevedon, England.
After the collision Dorking helped Emily Badman to put on her lifebelt.
Edward Arthur Dorking was rescued in Collapsible B

Michael Joseph (4) & Mary Anna Joseph (2)

Peter and Catherine Joseph emigrated to Detroit, Michigan in 1907 where they had two children, Michael and Mary Anna. In 1912 Peter Joseph sent his wife and children back to Lebanon while he got on his financial feet. Catherine had tuberculosis and this may have been a factor in the trip, as the Lebanese climate would better suit her.

By April 1912 their financial situation had improved and Catherine planned her return to Detroit. She and her children boarded a freighter at Bayrut (Beirut) to reach Marseilles. From there they traveled to Cherbourg where they boarded the Titanic as third class passengers. When giving her name she confusingly gave her husband's first name as her last, so she and her children appear on passenger lists as the Peter family.

On the night of the sinking Catherine bundled her two children into warm clothes and headed towards the higher decks. It is presumed that she and her children were guided towards the Boat Deck along with all of the other Lebanese and Syrians. On their way to the boat deck, Catherine lost contact with her son Michael and ended up in one collapsible boat while Michael was placed in another (1). Mother and son were later reunited on the Carpathia, where she was overcome with joy and relief and knocked them both to the deck. Michael thought his boat was collapsible D and that his mother and sister were in C.

Karen Marie Abelseth (16)

Karen was born in Norway. Her siblings were Lisa, Bertha, Louise Nels and Lauritz. Two of the sisters eventually emigrated to the USA. The brothers remained in Norway.
Miss Abelseth was traveling with Olaus Abelseth, Anna Salkjelsvik, Peter Søholt, Sigurd Hansen Moen and Adolf Humblen. They all set sail from Ålesund to Newcastle via Bergen and boarded the Titanic at Southampton as third class passengers. Karen's destination was Minneapolis. She shared a cabin with Anna Salkjelsvik and some Swedish girls.
She slept through the collision but was woken up by Adolf Humblen. When she went out in the corridor the people had risen "and came dragging their trunks". She became very scared. Sigurd Moen had to hold on to her because she was shaking with fright. Up on deck she was escorted by Olaus, Moen and Søholt to a lifeboat 16 (1:35). Moen said to her to be brave, all would be well in the end. Then the boat was lowered.
Karen was some time at St. Vincent Hospital before she was able to continue to Minneapolis.

NORA O’LEARY (16)

Hanora (Nora) O’Leary was born in Glencollins, Kingwilliamstown, Co. Cork. She was the daughter of John O’Leary and Johanna Healy and had five brothers and two sisters. She was going to her sister Ms. Katie O’Leary in New York City. She boarded the Titanic at Queenstown. She was traveling in a group from the Kingwilliamstown area led by Daniel Buckley, and consisting of Hannah Riordan, Bridget Bradley, Patrick Denis O’Connell, Patrick O’Connor, and Michael Linehan.
Nora was rescued, probably in lifeboat 13. (1:30)
HELEN CORR  (16)
Miss Helen Corr was born in Ireland. Her parents were Charles Corr and Bridget Masterson, and she came from a family of ten. She was 16 when she left Ireland bound for New York City where her sisters, Nora and Mary Kate, were already living. She boarded the Titanic at Queenstown as a third class passenger. She was rescued from the Titanic in Lifeboat 16 (1:35).

HILDUR HIRVONEN  (2)
Mrs. Alexander Hirvonon (Helga E. Lindqvist), 22, was born in southwest Finland. Helga boarded the Titanic at Southampton. She was traveling to join her husband who was a steel worker in Monessen, PA. She traveled with her daughter Hildur, brother Eino Lindqvist and August Abrahamsson. In Southampton Helga wrote a card with a picture of the Titanic to friends in Dalsbruk. Eino Lindqvist placed his sister and niece into a lifeboat, probably lifeboat 15. (1:35). For a long time Helga was believed to be dead. Helga stepped off the Carpathia to be met by her husband.

Gerios ("George ") Moubarek (7) and Halim Gonios ("William George") Moubarek (4)
Mrs. Omine Moubarek (née Alexander), 24, from Hardin Lebanon, boarded the Titanic at Cherbourg. She and her sons, Gerios, 7, and Halim Gonios, 4, were 3rd Class passengers traveling to Houtzdale Pennsylvania. They were rescued in collapsible C.

Maria Nakid (18 mo.)
Mr. Said Nackid, 20, was born in Syria. Mr. Nackid boarded the Titanic at Cherbourg with his wife Mary Mowad and 18 month old daughter Mary. They were Third Class Passengers traveling to Waterbury, CT and were rescued in collapsible C. Tragedy again hit the family soon after the sinking when young Mary Nackid became the first survivor of the Titanic to die. She contracted Meningitis and died on 30 July 1912.

Erna Alexandra Andersson (17)
Erna Alexandra Andersson, 17, from Southern Finland boarded the Polaris at Hangö to Hull and then traveled on to Southampton where she boarded the Titanic as a third class passenger. She was destined for New York. Erna was rescued in collapsible D.

Gurshon "Gus" Cohen (18)
Mr Gurshon ("Gus") Cohen, 18, was born 31 December 1893 in Whitechapel, London. He was an out of work printer who was seeking his fortune in America. He borrowed the equivalent of $32.00 and booked passage on the Adriatic, but the coal strike forced him to take the Titanic instead. His father saw him to the ship at Southampton on 10 April 1912. Cohen managed to escape in lifeboat 12. He later claimed that the last tune the orchestra played was not "Nearer My God to Thee."
Berta Olivia Nilsson (18)
Miss Berta Olivia Nilsson, 18, was born 22 February 1894, she was the daughter of Nels Nelson and Ingeborg Johnson and lived in Ransbysäter, Lysvik, Värmland, Sweden. Berta Nilsson boarded the *Titanic* at Southampton as a third class passenger (ticket number 347066 £7, 15s, 6d). She was accompanied by her fiancé Edvard Larsson-Ronsberg from Ransbysäter to Missoula, Montana. Larsson died, but Berta was rescued in Collapsible D.

Anna Sofia Sjöblom (18)
Miss Anna Sofia Sjöblom, 18, was born on 14 April 1894. She lived in Munsala, near Nykarleby on the Finnish west coast. She was travelling to her father, Gabriel Gustafson in Olympia Washington. He was employed by Simpson Timber Company, where also her uncle Daniel worked. She probably traveled the same way as Jakob Alfred Johanson and Jakob Alfred and Karl Johan Wiklund. Jacob Wiklund had gone the same class at school as Anna. They left Hangö on March 30, 1912 however none of them are on the passenger list for FÅA's *Polaris* which sailed from Hangö to Hull on April 3.

The group were originally booked on the *Adriatic* but were transferred when their sailing was cancelled due to the coal strike. Anna did not understand English, so Johanson who had spent long time in North America, helped for her and the Wiklund brothers during the trip. 14 April 1912 was Anna'a 18th birthday and that night she lay fully clad on her bed when the collision occurred, but she did not care too much since she had been seasick during the whole trip. When she tried to reach boat deck together with another Finnish girl, they got lost and reached 2nd class promenade on A deck and had to climb a crew ladder. That was near to the à la Carte restaurant and she could see the laid tables through the windows. About 1.30 according to Anna she entered a lifeboat (16). All three of her companions died in the sinking.

The fact that the third-class was abandoned and left to fend for themselves in this way may be hard to understand. There are many reasons so many third-class were lost, but perhaps the neglect of the crew members is the most tragically disturbing. It boils down to the simple, glaring fact that the crew of the *Titanic* - and, sadly, most of the world in 1912 - believed the rich more worthy of saving than the poor. No matter how they tried to deny it during testimonies and trials after the sinking, the truth remains that not so many third class would be lost if the officers had alerted them half an hour earlier, when the first and second classes were warned of the danger, and if more stewards had gone down to the lower decks to help them find their way up. Without assistance from the crew, it was nearly impossible for non-English passengers to maneuver their way up through the maze of corridors, and by the time they reached the boat deck, it was too late for many.

CREW

JOHN COLLINS (17)

John Collins was born in Belfast. When he signed on the *Titanic* on 4 April, 1912 he indicated that the *Titanic* was his first ship. As a Scullion he received £3 10s per month.

John Collins stared in awe at the towering steel hull of the *Titanic* sparkling in the ocean sunlight as. The massive new ship was truly a wonder, and John was extremely proud that this maritime marvel was to take him on his first ocean voyage ever. Little did the young man know it
would nearly be his last.

At 17, this scullion / assistant cook was among the youngest of the Titanic's crew and the only survivor of all seventeen teenagers employed on the grand ship. One can assume the young man was equally proud and excited to be serving the wealthy and renowned aboard the world-famous unsinkable ship on his first voyage.

On the night of the sinking, Collins stopped work at 9:00 and strolled absentmindedly up and down the corridor outside the crew's quarters for a while before settling down for the night. Almost three hours later, the bunks shuddered with the violent impact of a sudden collision, jarring him awake. The deafening hiss of steam rushing from the boiler room attracted Collins' attention and he hurried outside to investigate, only to stop dead in his tracks upon finding the deck covered in smashed ice. Assured by others that there was no danger, he returned obediently to the crew's cabins but instinctively remained dressed, still harboring a sickening dread that trouble would come to pass. Sure enough, the corridor soon filled with the calm, ringing commands of officers and the monotonous thumping of many footsteps - the crew guiding first-class passengers to safety. The order came around for all men and women to don lifejackets and proceed at once to the upper decks.

On deck, Collins met up with a steward he'd befriended during the voyage and, although being merely a lowly scullion, gallantly volunteered to help load the lifeboats with women and children. He was ordered to help fill up Lifeboat #16, but upon arriving, witnessed it already being lowered by a hoard of sailors. With the last lifeboat having left the rapidly sinking bow, Collins joined a throng of doomed passengers and crew in climbing to the stern, where a few lifeboats remained. As the situation grew increasingly desperate, the boy scullion went to the saloon deck to accept his fate, where he came to the aid of a young, sobbing woman struggling along the swiftly flooding decks with two toddlers wailing in her arms. Eager to be of assistance, Collins and his steward companion each took a child and led the distraught lady towards the rising stern which the ocean had not yet swallowed. As the tilt of the deck grew more perilous, an officer hollered at the desperate party to aft where several more collapsible boats waited to be lowered. At the last moment, a bone-crushing wave surged over the plummeting decks and swept them all screaming into the glassy black ocean. John thrashed about underwater, fighting vigorously to escape the deadly suction dragging his companions to a watery grave. The boy's hands were empty as he shot towards the surface due to his lifejacket - the child had been wrenched from his firm grasp by the sheer force of the waves. As Collins ascended, he became entangled in the treacherous snare of some wreckage, trapping him beneath the icy waves. After struggling desperately for life for what seemed like several breathless, terrifying minutes, the young man finally broke the surface, gasping for precious air amidst the mass of nearly 1,500 other shrieking, drowning human beings.

Buoyed up by his lifejacket, Collins somehow made it to Collapsible B, which has been swept overboard and now floated upside-down with several men scrambling onto its sleek, overturned hull. Striking out determinedly, he swam up to the "upset boat" and, as he later described, was not helped up by those on board, but merely sprang up to safety.

Collapsible B, now loaded with over fifteen shivering, barely conscious men, drifted slowly away from the wreck site, its sleek bow cutting smoothly through the satiny black, rustling waves. Now began a haunting struggle for life among the survivors groped on board the rickety collapsible's hull and the desperate drowning clawing for life amongst the mass of wreckage. As Collins recalled, "if a gentleman had got on we would all have been turned over ... one was running from one side to the other to keep her steady. If one man had caught hold of her he would have tumbled the whole lot of us
off. We were all telling him not to get on. He said, "That's all right, boys, keep cool. God bless you," and he bid us good-by and swam along for about two minutes." This man, who appears frequently in the stories of those saved on Collapsible B, was believed by many to be Captain Edward Smith himself.

Emma Bliss, a stewardess in the lifeboat which took on the survivors from Collapsible B, would later recall him with fondness and appreciation. According to her, although exhausted and frigid, he had done his best to help steer the lifeboat closer to the rescue ship, including rigging up a sail to catch the wind. In addition, when Ms. Bliss suggested to a rich lady enrobed in a lavish fur coat that she should let Collins, wearing only a pair of overalls and a thin cotton vest, borrow the jacket, he refused, saying it should go instead to a woman draped in nothing but a nightgown.

The entire families of Lefebvre, Sage, Goodwin, Skoog, Rice, Andersson and Paulsson are 45 names on this bleak death roll... Many lifeboats such as No. 1 might have saved them all...

The Goodwin Family (8) (6)

Frederick Goodwin, a 42-year-old electrical engineer, his wife, Augusta, 43, and six children, Lillian, 16; Charles, 14; William, 11; Jessie, 10; Harold, 9; and baby Sidney 18 mo.(not shown).

Frederick Goodwin was no ordinary emigrant. He was a 40-year-old electrical engineer who lived with his wife, Augusta, and their six children in a small but neat house in Fulham. As the family grew, Mr. Goodwin began looking around for new opportunities. His brother, Thomas had already left the old country and settled in Niagara Falls, New York; so when Thomas wrote of an opening at the big power station there, Frederick jumped at the chance. They were traveling Third Class, but their sailing was cancelled due to the coal strike and they were transferred to the Titanic.

Mrs. Goodwin's sister did not learn of the family's death until a week after the disaster. In an interview with the Daily Mirror she told how she was on her way to attend a service for the victims the following Sunday when she met Mr. Goodwin's mother. The elder lady, not knowing that Mrs. Berry didn't know the family had sailed on the Titanic, handed her a telegram saying the whole family was lost.
Mrs. Frances Marie Lefebvre (5) (4)
The icy waves of the North Atlantic might have forever erased the name of the Lefebvres, a French family who boarded the Titanic and were all lost.
Frank Lefebre, of Mystic, Connecticut, has almost given away to despair of ever seeing his wife Marie Lefebvres (40) and four youngest children Mathilde (12), Jeanne (8), Henri (5) and Ida (3), who were on board the ill fated Titanic. They were coming from France to join him after separation of a year while he worked hard in the mines to accumulate enough money to pay their passage in the steerage. As soon as he got enough ahead he sent for the oldest son who came over to help him and the two were able to make enough to send for the wife and children about five weeks ago. The happy woman wrote that they would come on the Titanic. Could Marie read? How could this young woman looking after four very young children understand the danger that was looming over them? She never managed to reach the boat deck.
Walter Lord, in A Night to Remember, described how some of the 3rd class female passengers were saved: "Down in third class there were those who didn’t even have a chance to miss going in (boat) No. 1. A swarm of men and women milled around the foot of the main steerage staircase, all the way aft on E-deck. They had been there ever since the stewards got them up. At first, there were just women and married couples; but then the men arrived from forward, pouring back along ‘Scotland Road’ with their luggage. Now they were all jammed together – noisy and restless, looking more like inmates than passengers amid the low ceilings, the naked light bulbs, the scrubbed simplicity of the plain white walls. Third-class steward John Edward Hart struggled to get them into life jackets. He didn’t have much luck – partly because he was also assuring them there was no danger, partly because many of them didn’t understand English anyhow. Interpreter Muller did the best he could with the scores of Finns and Swedes, but it was slow going. At 12.30 orders came down to send the women and children up to the boat deck. It was hopeless to expect them to find their way alone through the maze of passages normally sealed off from third class; so Hart decided to escort them in little groups. This took time too, but at last a convoy was organized and started off. It was a long trip – up the broad stairs to the third class lounge on C-deck ... across the open well deck ... by the second class library and into first-class quarters. Then down the long corridor by the surgeon’s office, the private saloon for the maids and valets of first-class passengers, finally up the grand stairway to the boat deck. Hart led his group to No. 8, but even then, the job was not over. As fast as he got them in, they would jump out and go inside where it was warm. It was after one o’clock when Hart got back to E-deck to organize another trip. It was no easier. Many women still refused to go. On the other hand, some of the men now insisted on going. But that was out of the question, according to the orders he had. Finally he was off again on the same long trek. It was 1.20 by the time he reached the boat deck and led the group to No. 15. No time to go back for more. Murdoch ordered him into the boat and off he went with his second batch at about 1.30."
Marie and her four children were not amongst these passengers. Maybe she had been waiting too long for her turn to come, with the third convoy which would never leave? Walter Lord stated: "There was no hard-and-fast policy." The crew had not given up the passengers in 3rd class, they were acting at random. The bodies of the members of the Lefebvre family never were recovered, and if so, they were not identified.

Andersson Family (7) (5)
Anders Johan Andersson, 39, Alfrida, 39, and their five children: Ebba, Ellis, Ingeborg, Sigrid and Sigvard.

**John Sage Family (11) (9)**

John George Sage (44) and his wife, Annie, children: Stella Anne (20), George (19), Douglas (18), Frederick (16), Dorothy (14), Anthony (12), Elizabeth (10), Constance (7) and Thomas (4).

Mr. John George Sage was born in Hackney, London. During his youth and early years of his marriage, he had a number of trades which included corn grinder, theatre door attendant, barman, baker, landlord of several public houses. Sometime around 1900 the family John ran a small bakery and shop. Some time later John and his oldest son, George, went to Canada where they worked as dining car attendants for the Canadian Pacific Railway. It was during this period that they discovered Florida. John Sage decided to relocate the family to Jacksonville, he put a deposit on a farm where he intended to grow pecan nuts and returned home in late 1911 to prepare the family for the move.

The entire family boarded the *Titanic* at Southampton. It is likely that the family was able to reach the deck shortly before the Titanic went down, there are reports that Stella had got into a lifeboat but left it when other members of her family were unable to join her. The whole family was lost in the sinking. Out of the eleven only the body of Will Sage was ever recovered.

**Palsson Family (5) (4)**
Alma Pålsson (29) was married to Nils Pålsson who worked as a miner in Gruvan, Bjuv, Skåne, Sweden. Following a major strike Nils tired of mining and because the only professions available in Bjuv were miner, brickworker and farm hand he decided to emigrate. On 10 June 1910 he received his emigration certificate and travelled to Chicago. Having gained employment as a tram conductor Nils set about saving enough money for his family to join him. Eventually enough money had been raised and Alma and her four children Torburg (8), Paul (6), Stina (3), and Gösta (2) left Gruvan for Southampton, travelling via Malmö and Copenhagen. On board the Titanic Alma got to know August Wennerström. When the ship was sinking it took a long time to prepare the four children and Alma came too late for the lifeboats. She met Wennerström on the Boat Deck near collapsible A. Wennerström tried to hold on to two of the children as she had asked him to but when water came up them Wennerström lost his grip and both disappeared.

RICE FAMILY  (5) (4)

Mrs. Margaret Rice (39)
When she was 19 she married in Ireland to William Rice. Rice was to become a shipping clerk with the Grand Trunk Railway in Montréal. After the birth of their first child they moved to Montréal where George Hugh was born on 30 November 1902. The family moved from Montréal in 1909 to Spokane, Washington, where William went to work for the Great Northern Railroad as a machinist. Their youngest son Eugene was born on 13 October 1909. In 1910 William Rice was killed in a train accident; his widow collected a substantial insurance settlement and returned to County Athlone, Ireland with the boys. In 1912 she decided to move back to Spokane, and the family including her sons Albert (10), George (8), Eric (7) and Eugene (4) booked passage on the Titanic which they boarded at Queenstown. After the collision third class passenger Bertha Mulvihill saw Margaret Rice in the third class area holding Eugene with the rest of the children holding her skirt. The entire family perished.

SKOOG FAMILY (6) (4)

Anna Bernhardina Skoog (43) was married to William Skoog. After their marriage Wilhem and Anna emigrated to USA and for some years lived in Iron Mountain, Michigan, where William was engineer at Pewabic mine. The family left iron Mountain in November 1911 but regretted the move after a few months and decided to return. William and Anna, along with their children: Karl (11) Mabel (9) Harald (5) and Marget (2) were travelling from Stockholm to Iron Mountain, Michigan. They boarded the Titanic at Southampton as third class passengers.
The entire family was lost, their bodies were never recovered.

At precisely 2.20am on 15 April every year, a church bell is rung in the tiny County Mayo parish of Addergoole on the west coast of Ireland. In 1912 the parish was then home to just a few hundred people, but 14 of them were on board the Titanic and only three of the 14 survived. It is believed to have been the greatest loss from the disaster suffered by any area.