

Name: _____ Date: _____

Choose one of the sources from Source Pack 2A which interests you. Use the boxes below to record everything you know, just from looking at the one source you've chosen. Any facts you record in the fact box, should be able to be confirmed by the chosen source.



Source:

Brief description of the source. What is it? Is it a primary or secondary source?

Facts I know from investigating this source:

Facts that I could speculate from looking at this source (things I don't know are definitely true, but could be researched):

Questions I have after investigating this source:

Name: _____ Date: _____

Look at the sources in Sources Pack 2A. Make a list of all the facts that you can say are definitely true in the first column, and some facts that would need further research in the second column. Make a note of which source(s) you have used to confirm each fact. Some examples have been done to start you off.



Facts I know from investigating this source	Facts that I could speculate from looking at these sources (things I don't know are definitely true, but could be researched)
<ul style="list-style-type: none"> Survivors were picked up by the Carpathia: Source A 	<ul style="list-style-type: none"> It was hard for third-class passengers to escape: Source G

Questions I have after investigating these sources:

Name: _____ Date: _____



Look at the sources in Sources Pack 2A and choose three that interest you. For each source, record some facts you know from looking at each source in the boxes below. When you have analysed all three sources, think of some questions you have after looking at these sources.

Source:	Brief description of the source.	Source:	Brief description of the source.	Source:	Brief description of the source.
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Facts I know from investigating this source:	Facts I know from investigating this source:	Facts I know from investigating this source:
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Facts that I could speculate from looking at this source:	Facts that I could speculate from looking at this source:	Facts that I could speculate from looking at this source:
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Questions I have after investigating these sources:

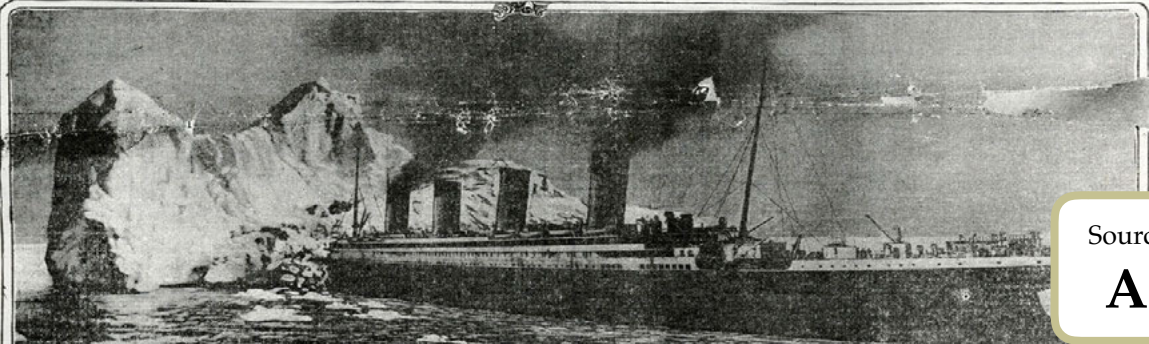
Unusually Tuesday, Wednesday fair and cooler; moderate southerly wind; sea smooth.

New York American

BUSINESS PROPERTY TO LET. The best way to get in touch with the advertiser is to send him the AMERICAN "WANT AD" PAGES.

J. J. ASTOR LOST ON TITANIC 1,500 TO 1,800 DEAD

John Jacob Astor was among the passengers who went down with the ship, according to a wireless dispatch received by Bradstreets last night from the liner Olympic. Mrs. Astor was saved and is being brought to shore by the Carpathia.



Source A

LATE EDITION

The World

THE BEST IN THE WEST SATURDAY'S GUARANTEED CIRCULATION 31,203

TITANIC SINKING; NO LIVES LOST

PASSENGERS TRANSFERRED TO CUNARD LINER CARPATHIA—ALL ARE NOW SAFE



SMASH DOORS OF CONVENTION WITH AXES!

Wireless Dispatches Show That 1 Mammoth Liner After Striking Iceberg Sunk Down by 5,000 Feet, Water-Fight Comports Kept Her From Foundering.

TITANIC IS NOW ON HER WAY TO HALIFAX

CONFIDENTIAL dispatches up to noon today showed that the passengers of the White Star liner Titanic, which struck an iceberg off the Newfoundland coast last night, were being transferred aboard the Cunard liner Carpathia, a Canadian.

THREATENS TO SEND HORDE OF I. W. W. HERE

THINK CALIFORNIA MAN MURDERER

ROOSEVELT IS VICTORIOUS IN PENNSYLVANIA

Democratic Gathering at Chicago Today Not Festival of Peace That Was Expected.

EIGHT HUNDRED POLICE WERE THERE

County Judge's Demands Refused. He Orders Police to Break In Doors.

LOCAL MANAGER TITANIC PASSENGER

Mr. Thomas McCaffrey, Vancouver Manager, Returned on His Feted Steamer After Four Months' Absence in Europe and Egypt.

Plans for Invasion of Spokane, Aberdeen, Vancouver, Los Angeles and San Diego Announced.

Woolsey says Maker, slain at Lynn, Massachusetts, Was Escaped for Large Estate at Stockton—Police Are Investigating.

He Has Captured All But Twelve of the Delegates Who Are Sent to State Convention.

First Time in Generation That It Will Not Have Been in Absolute Control.

First Time in Generation That It Will Not Have Been in Absolute Control.

First Time in Generation That It Will Not Have Been in Absolute Control.

First Time in Generation That It Will Not Have Been in Absolute Control.

First Time in Generation That It Will Not Have Been in Absolute Control.

Source B

"All the News That's Fit to Print."

The New York Times.

THE WEATHER. Unsettled Tuesday; Wednesday, fair, cooler; moderate southerly winds, becoming variable.

VOL. LXXI...NO. 12,322.

NEW YORK, TUESDAY, APRIL 16, 1912—TWENTY-FOUR PAGES.

ONE CENT In Greater New York, 10 Cents Elsewhere. Every City, and Newark, N.J. 10 CENTS.

TITANIC SINKS FOUR HOURS AFTER HITTING ICEBERG; 866 RESCUED BY CARPATHIA, PROBABLY 1250 PERISH; ISMAY SAFE, MRS. ASTOR MAYBE, NOTED NAMES MISSING

Col. Astor and Bride, Isidor Straus and Wife, and Maj. Butt Aboard.

"RULE OF SEA" FOLLOWED

Women and Children Put Over in Lifeboats and Are Supposed to be Safe on Carpathia.

PICKED UP AFTER 8 HOURS

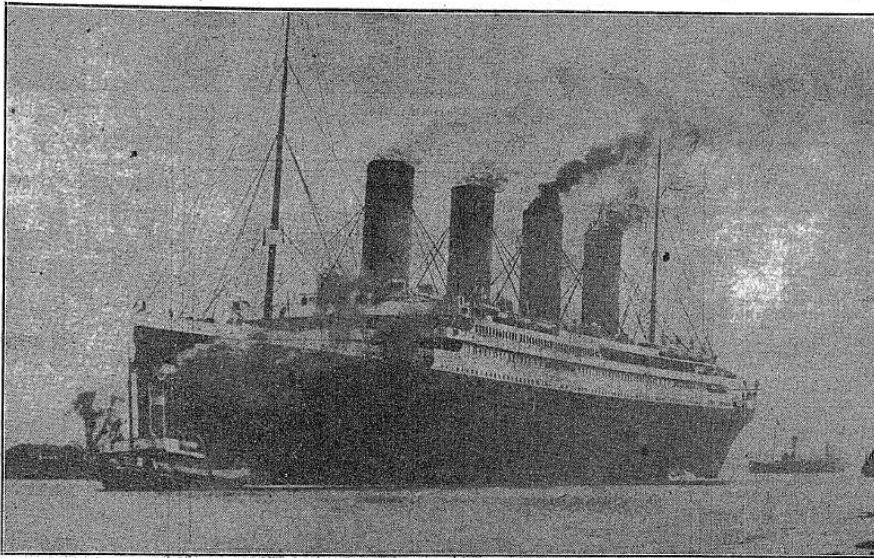
Vincent Astor Calls at White Star Office for News of His Father and Leaves Weeping.

FRANKLIN HOPEFUL ALL DAY

Manager of the Line Insisted Titanic Was Unsinkable Even After She Had Gone Down.

HEAD OF THE LINE ABOARD

J. Bruce Ismay Making First Trip on Gigantic Ship That Was to Surpass All Others.



The Lost Titanic Being Towed Out of Belfast Harbor.

PARTIAL LIST OF THE SAVED.

Includes Bruce Ismay, Mrs. Widener, Mrs. H. B. Harris, and an Incomplete name, suggesting Mrs. Astor's.

CAPE RACE, N. F., Tuesday, April 16.—Following is a partial list of survivors among the first-class passengers of the Titanic, received by the Marconi wireless station this morning from the Carpathia, via the steppship Olympic:

- Mr. JACOB P. ... and maid. Mr. C. ROLMANS. Mrs. SUSAN F. ROGERSON. Mrs. EMILY B. ROGERSON. Mrs. ELLEN BOWENMAN. Mrs. M. H. STEFFANSON. Mrs. ELIZABETH BOWENMAN. Mr. ARTHUR ROGERSON. Master ALLISON and nurse. Miss K. T. ANDREWS. Miss NINETTE PANHART. Miss E. W. ALLISON. Mr. and Mrs. D. BISHOP. Mr. H. BLANE. Miss A. BASSINA. Mrs. JAMES BAXTER. Mr. GEORGE A. BARTON. Miss C. BONNELL. Mr. J. M. BROWN. Miss G. C. BOWEN. Mr. and Mrs. R. L. BECKWITH. Miss RUTH FAIRBANKS. Miss ELLA THOR. Mr. and Mrs. E. Z. TAYLOR. GILBERT M. TUCKER. Mr. J. B. THAYER. Mr. JOHN B. ROGERSON. Mrs. M. HOPKINS. Miss HELEN R. O'BRYEN. Mrs. MAMIE J. RENAGO. Miss OLIVIA. Mrs. D. W. MERVIN. Mr. PHILIP BEMOCK. Mr. JAMES OGDON. Mrs. RUBENKA MAIMY. Mr. PIERRE MARCOHAL. We have heard from Capt. Haddock that the Carpathia has 623 survivors on board. ...



CAPT. E. J. SMITH, Commander of the Titanic.

Table with 2 columns: Name, Number Announced. Lists names like Mr. HARRY ANDERSON, Mrs. ED. W. APPLETON, Mrs. ROSE ARBERT, etc.

The admission that the Titanic, the largest steamship in the world, had been sunk by an iceberg and had gone to the bottom of the Atlantic, probably carrying more than 1,400 of her passengers and crew with her, was made at the White Star Line offices, 9 Broadway, at 8:30 o'clock last night.

The admission followed a day in which the White Star Line officials had been optimistic to the extreme. At no time was the admission made that every one aboard the huge steamer was not safe.

As the day passed, however, with no new authentic reports from the Titanic or any of the ships which were known to have responded to her wireless call for help, it became apparent that authentic news of the disaster probably could come only from the Titanic's sister ship, the Olympic.

In the White Star office the hope was held out all day that the Parisian and the Virginian had taken off some of the Titanic's passengers and were made to get into communication with those liners. Until the communication was established the White Star officials refused to recognize the possibility that there were some of the Titanic's passengers aboard them.

But it was not until nearly eight o'clock that the extent of the disaster was realized. Before that the reassuring message of the Carpathia, which reached the White Star line was sufficient to quiet the fears of those who had relatives or friends aboard the unfortunate ship and to prevent widespread belief in a serious disaster.

Mr. Franklin admitted late last night that the Parisian and the Virginian, though they were among the first to answer the Titanic's call for help, had not reached the scene before 10 o'clock yesterday morning, seven and a half hours after the big Titanic buried her nose beneath the waves and plied downward out of sight.

hours before the expected arrival of the Virginian and the Parisian. It is unbelievable, so White Star Line officials were compelled to concede finally, that the Carpathia should have failed to pick up every lifeboat which still floated on the waves. If they failed to pick up more than 655 passengers, it was because of the other of the ship's complement had gone with her to the bottom.

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and when Capt. Haddock's message proved this to be untrue only the admission was made at the White Star office that the Titanic had sunk. Mr. Franklin said that Capt. Haddock's message was brief and "suggested to say that all the crew had been saved."

But the inference was not that all the passengers had been saved. Rather it was that many of them had died, and presently Mr. Franklin admitted the fear that there had been a terrible loss of life on the Titanic.

This version of Capt. Haddock's message had been given at the White Star office. Capt. Haddock of the Olympic sends a wireless message to the White Star office here at 2:30 A. M. after all the passengers and crew had been lowered to life boats and transferred to the Virginian. The steppship Carpathia, with 623 survivors on board, was reported from Cape Race last night.

and passengers of the Titanic on route to New York. At 9 o'clock, however, he modified this statement, declaring: "As far as we know the situation, there have been rumors from Halifax that three of the Titanic's passengers are aboard the Albatross."

We have heard from Capt. Haddock of the Olympic, who says that the Titanic sank at 2:30 o'clock this morning. Haddock also informs us that the Carpathia has 623 survivors on board, a very difficult to say whether the Carpathia has picked up all the survivors on board what we can get a report from those vessels.

Great Fear Spreading Water. "Great fear spreading water," said a reporter from Cape Race last night, "is being experienced by the crew of the Carpathia, which is returning to New York City."

Biggest Liner Plunges to the Bottom at 2:20 A. M.

RESCUERS THERE TOO LATE

Except to Pick Up the Few Hundreds Who Took to the Lifeboats.

WOMEN AND CHILDREN FIRST

Commander Carpathia Rushing to New York with the Survivors.

SEA SEARCH FOR OTHERS

The California Stands By on Chance of Picking Up Other Boats or Rafts.

OLYMPIC SENDS THE NEWS

Only Ship to Flash Wireless Messages to Shore After the Disaster.

LATER REPORT SAVES 866. BOSTON, April 15.—A wireless message picked up late to-night, relayed from the Olympic, says that the Carpathia is on her way to New York with 866 passengers from the steamer Titanic aboard. They are mostly women and children, the message said, and it concluded, "Grave fears are felt for the safety of the balance of the passengers and crew."

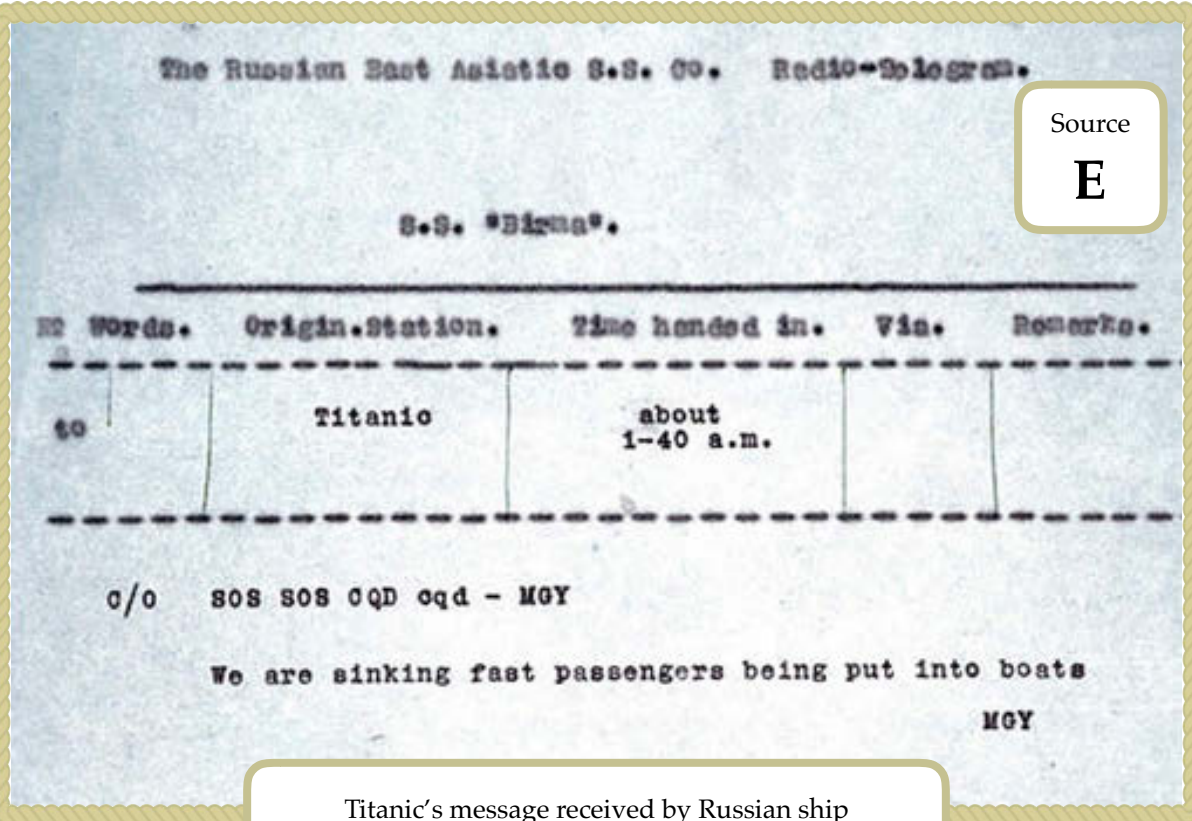
CAPE RACE, N. F., April 15.—The White Star liner Olympic reports by wireless this evening that the Canarder Carpathia reached, at daybreak this morning, the position from which wireless calls for help were sent out last night by the Titanic after her collision with an iceberg. The Carpathia found only the lifeboats and the wreckage of what had been the biggest steamship afloat.

The Titanic had foundered at about 2:20 A. M., in latitude 41:56 north and longitude 50:14 west. This is about 30 minutes of latitude, or about 34 miles, due south of the position at which she struck the iceberg. All her boats are accounted for and about 655 souls have been saved of the crew and passengers, most of the latter presumably women and children.

There were about 2,100 persons aboard the Titanic. The Leyland liner California is remaining and searching the position of the disaster, while the Carpathia is returning to New York with the survivors.

It can be positively stated that up to 11 o'clock to-night nothing whatever had been received at or heard by the Marconi station here to the effect that the Parisian, Virginian or any other ships had picked up any survivors, other than those picked up by the Carpathia.

First of the Titanic's survivors to be picked up by the Carpathia. The Titanic's distress signal was received by the Carpathia at 9:30 p.m. on April 14.



Source
E

Titanic's message received by Russian ship

ICE WARNINGS.

On the third day out ice warnings were received by the wireless operators on the *Titanic*, and the testimony is conclusive that at least three of these warnings came direct to the commander of the *Titanic* on the day of the accident, the first about noon, from the *Baltic*, of the White Star Line. It will be noted that this message places icebergs within 5 miles of the track which the *Titanic* was following, and near the place where the accident occurred. The message from the commander of the *Baltic* is as follows (p. 1061):

STEAMSHIP "BAL TIC," April 14, 1912.

Capt. SMITH, *Titanic*:

Have had moderate variable winds and clear fine weather since leaving. Greek steamer *Atinist* reports passing icebergs and large quantity of field ice to-day in latitude 41.51 north, longitude 49.52 west. Last night we spoke German oil tank *Deutschland*, Steffen to Philadelphia, not under control; short of coal; latitude 40.42 north, longitude 55.11. Wishes to be reported to New York and other steamers. Wish you and *Titanic* all success.

COMMANDER.

The second message was received by the *Titanic* from the *Californian*, of the Leyland Line, at 5.35 p. m. New York time, Sunday afternoon, reporting ice about 19 miles to the northward of the track which the *Titanic* was following. This message was as follows (p. 735):

Latitude 42.3 north, longitude 49.9 west. Three large bergs 5 miles to southward of us. Regards. (Sig.) Lord.

The third message was transmitted from the *Amerika* via the *Titanic* and Cape Race to the Hydrographic Office in Washington, D. C., reporting ice about 19 miles to the southward of the course being followed by the *Titanic*, and reads as follows (p. 507):

STEAMSHIP "AMERIKA," VIA "TITANIC" AND CAPE RACE, N. F., April 14, 1912.

HYDROGRAPHIC OFFICE, Washington, D. C.:

Amerika passed two large icebergs in 41.27 N., 50.8 W., on the 14th of April. K. N. U. T.

This message was actually received at the Hydrographic Office in Washington at 10.51 p. m., April 14.

The fourth message was sent to the *Titanic* at 9.05 p. m. New York time, on Sunday, the 14th of April, approximately an hour before the accident occurred. The message reads as follows:

We are stopped and surrounded by ice.

To this the operator of the *Titanic* replied:

Shut up. I am busy. I am working Cape Race.

Source
F

Extract from the official disaster report on the Titanic

Soon there was a hard and very fast knock at the door, and one of my friends from Finland dashed in to say the ship had struck something and was sinking. "All the doors are locked!" she said. I was confused; I didn't know what to do next. After a few moments I grabbed my purse and life jacket and ran out to the passageway. The door was locked! All of the doors were locked.

Finally a ship's steward came and gathered a small group of us together and guided us, "Come, there is another way to get to the upper deck." On the upper deck, it was rather quiet — almost eerie. The deck on the ship's bow was already under water, and the loud sound of the steam escaping from the funnels had settled down. The lifeboats were guarded by the ship's officers standing in semicircles around each one. Soon I was motioned aboard a lifeboat, but I still was scanning the listing deck looking for my husband.

We rowed away quickly, watching our ship slide beneath the surface of the water. It was cold on the lifeboat, and I wasn't wearing warm clothes. I didn't know if I was falling asleep or freezing to death, but I drifted into unconsciousness.

Soon after, it was daylight, and we could see a ship in the distance — we would be rescued...and made warm. Once aboard the Carpathia, the passengers and crew did their best to console us. We were given clothes, food, and hot coffee. But with all we were given, I was still lacking. I slowly realised the last words I might ever hear from my husband were, "I'm going to see what has happened." I remember standing at the railing for hours, looking out to the open sea and hoping upon hope that I would discover just one more lifeboat.

From "Going Down with the Titanic in Third Class," Yankee Magazine, September 1987.

Source

G

Extract from by Elin Hakkarainen's (a 3rd class passenger) recount.

It was a drop of fifty feet to the surface of the sea, and, apparently everybody considered that they were safer on the 'unsinkable Titanic' than in a small boat whose only propelling power was four oars. The first boat was only half filled, for the simple reason that no one would get aboard.

Personally, I waited for the lifeboat to become filled, and then saw there was plenty of room I asked the officer at the rail, whose name I do not know, why I also could not get in, as there was plenty of room.

His only reply was, 'Women and children first,' and the half-filled boat sheered off.

Before the next boats were lowered passengers who had become excited were calmed by the utterances of the officers that the injury was trivial and that in case it proved serious at least four steamships had been summoned by wireless and would be on hand within an hour.

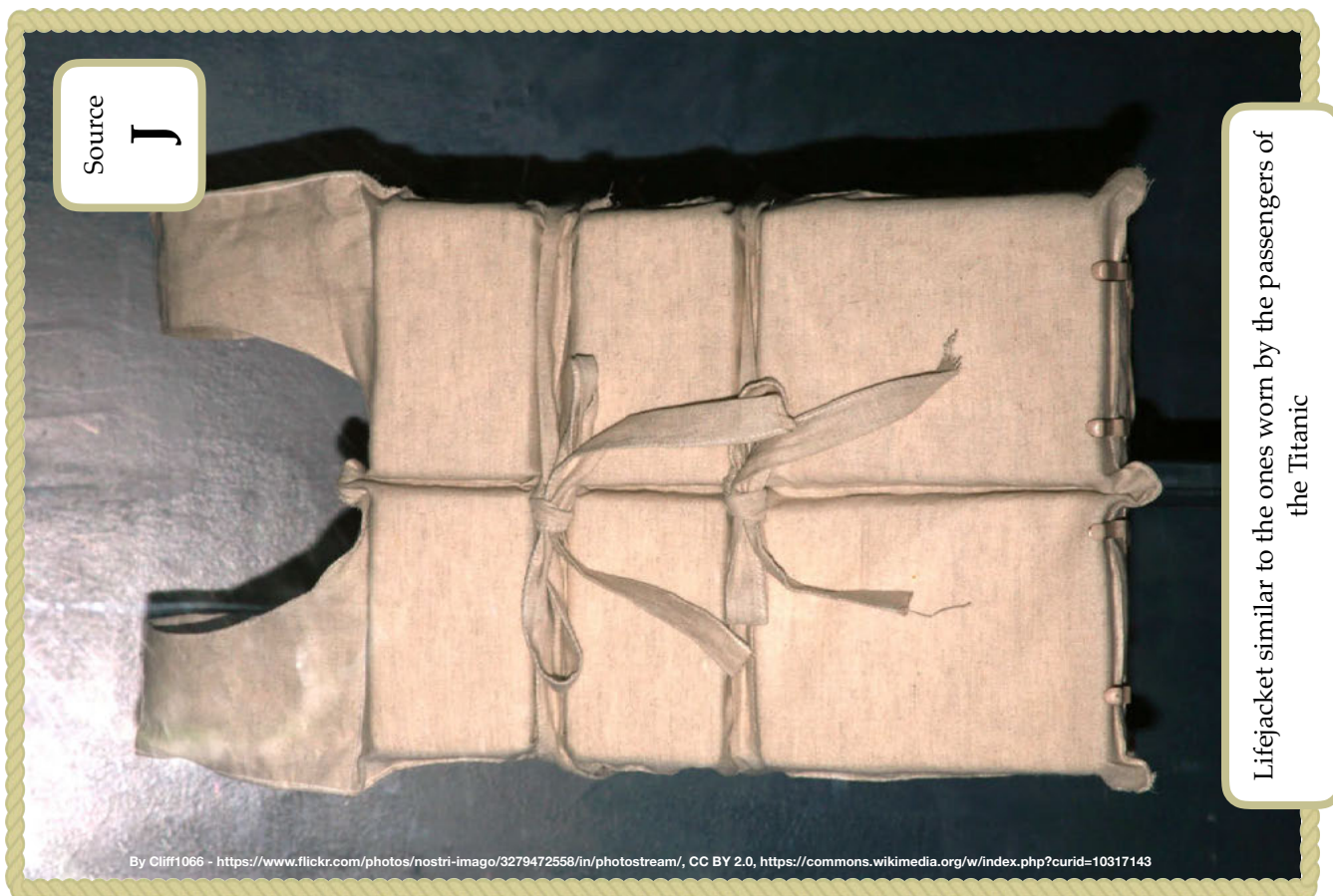
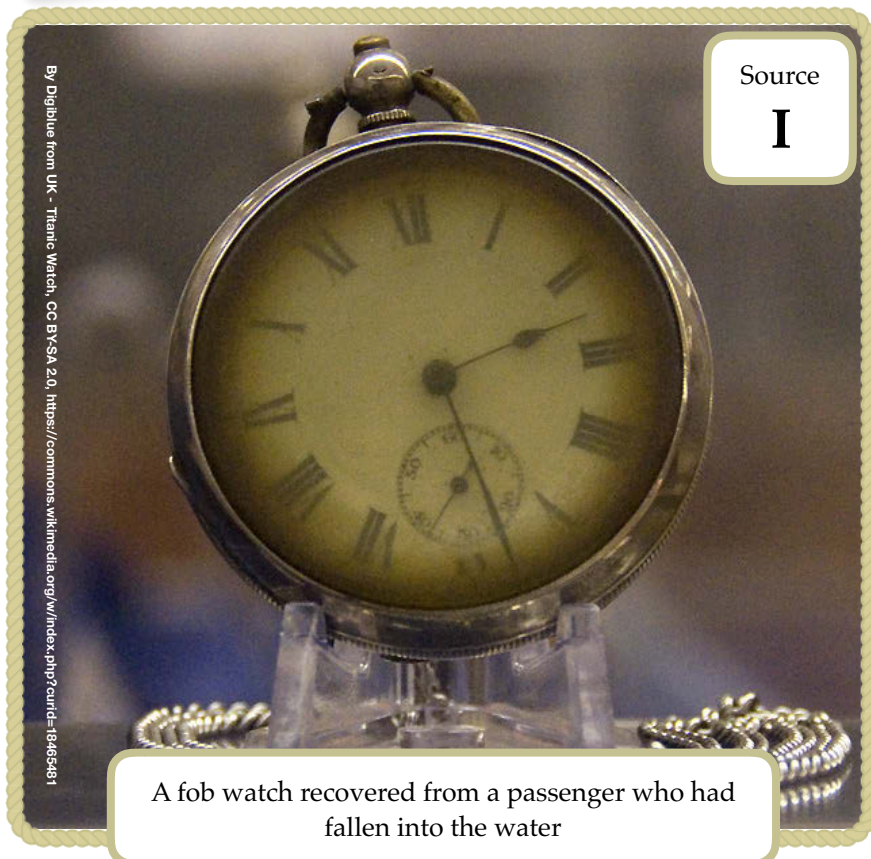
When boat number [thirteen] was being lowered from the 'A' deck it stayed there for at least two minutes while the officers in charge were calling for more women and children. But as none responded the officers said (and I am sorry I do not know their names) 'some of you men tumble in,' and I 'tumbled.'

Any impression which I had had that there were no survivors aboard [the Titanic] was speedily removed from my mind by the faint, yet distinct cries which were wafted across the waters. Some there were in our boat who insisted that these cries came from occupants of the different lifeboats which were nearer the scene of the wreck than we were, as they called one to another. To my ear, however, they had but one meaning, and the awful fact was borne in upon me that many lives were perishing in those icy waters.

Source

H

Extract from Dr Dodge's recount of the events during the disaster.



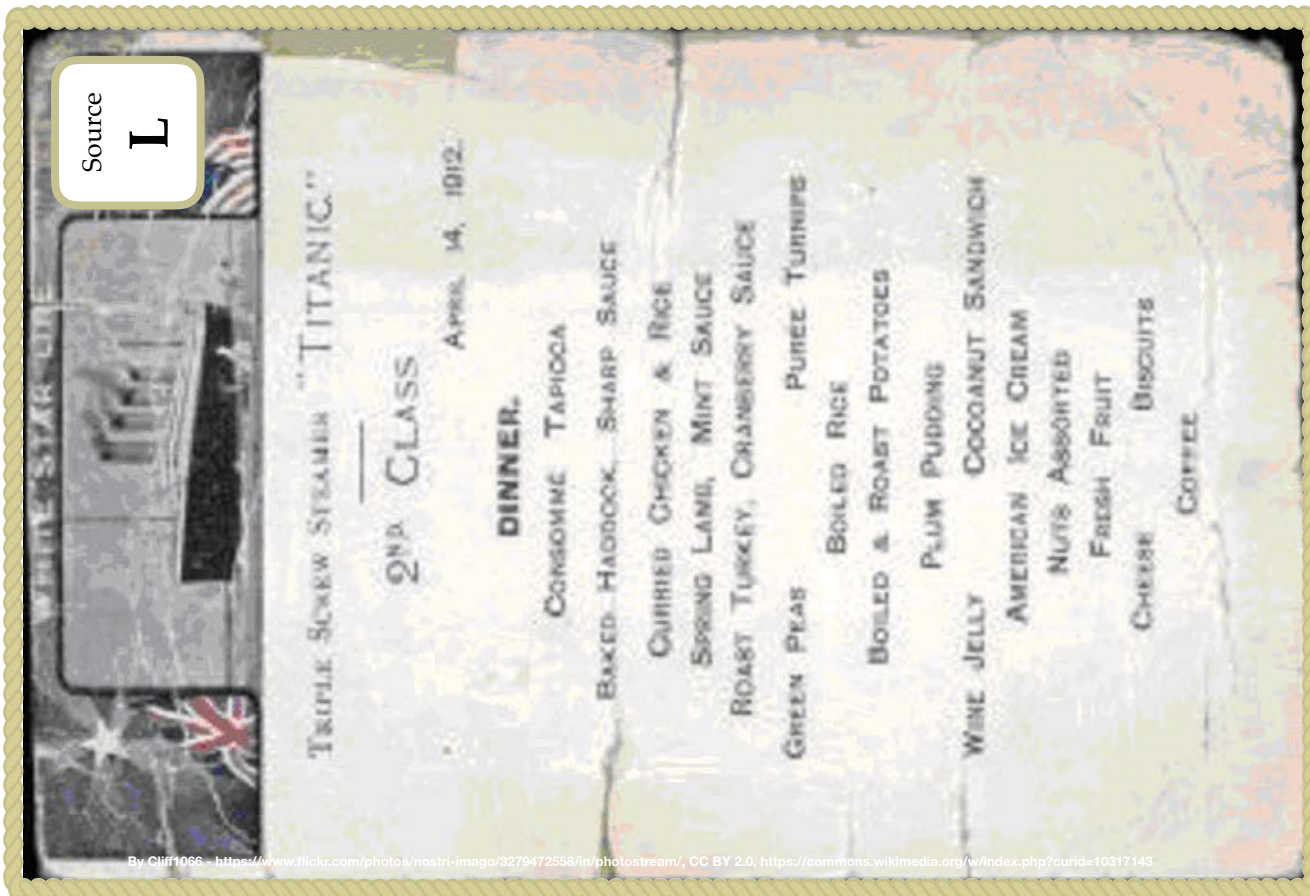
Source

K



Source

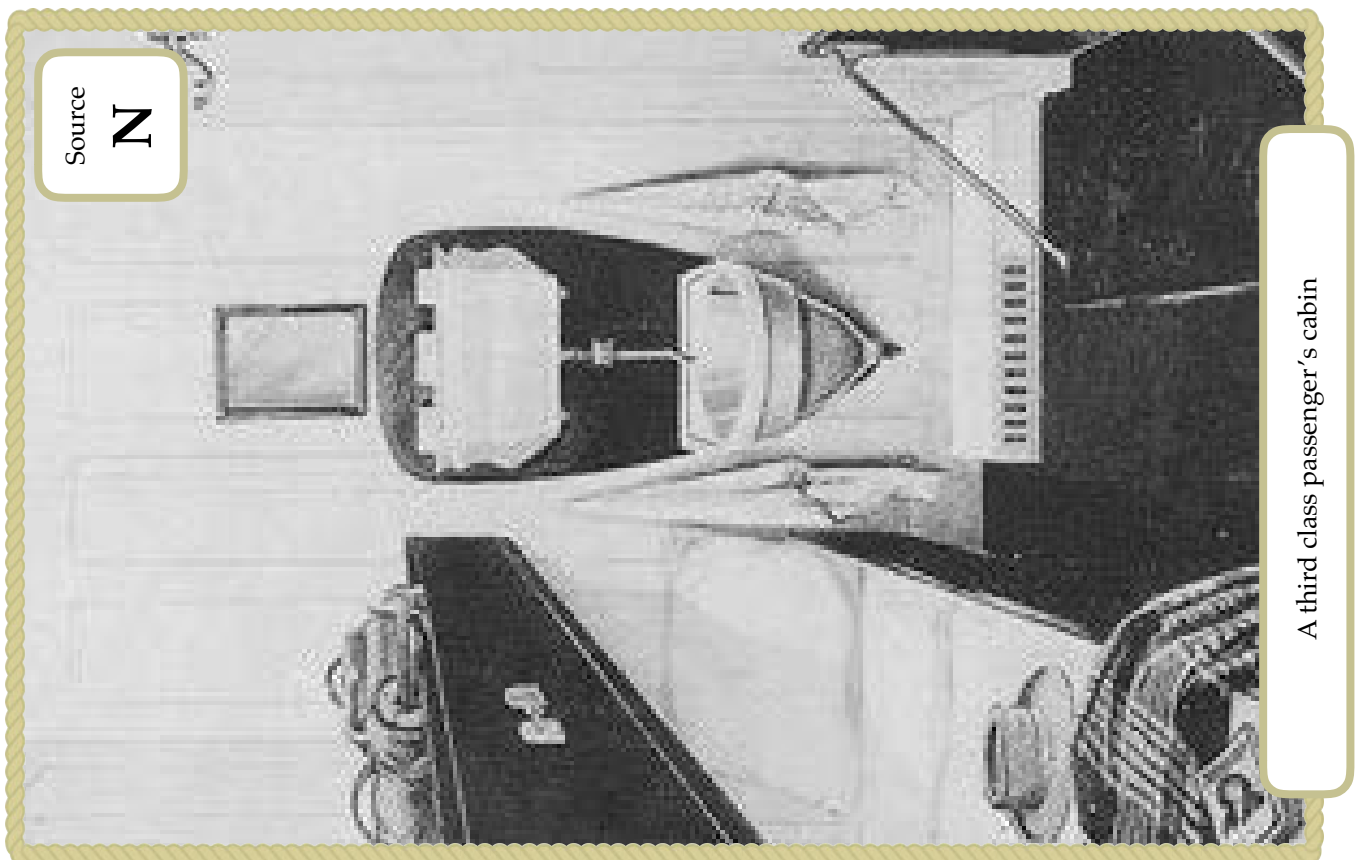
L



By Cliff1066 - <https://www.flickr.com/photos/nestri-imag0/3279472558/in/photostream/>, CC BY 2.0, <https://commons.wikimedia.org/w/index.php?curid=10317143>



A first class passenger's cabin



A third class passenger's cabin