The Titanic still haunts Irish-America. As recently as two years ago, a headstone was finally placed in St. Joseph’s Cemetery in West Roxbury, Mass., over the grave of Kate Buckley of County Cork, one of the many Irish women who died when the “unsinkable” behemoth struck an iceberg and sank in mid-Atlantic just 100 years ago. This April, on the 100th anniversary of the tragedy, a monument will be dedicated to the memory of Jane Carr of County Sligo who worked as a domestic servant for years in Windsor Locks, before dying on the Titanic while returning to Connecticut from a visit to her family.

Kate Buckley and Jane, or Jennie, Carr were among 113 passengers who boarded the Titanic at Queenstown in Cork Harbor at noon on Thursday, April 11, 1912. It was a festive day at Queenstown, the seaport through which an estimated 2.5 million Irish emigrants left to seek their fortunes between 1848 and 1950. On its maiden voyage, the Royal Mail Ship Titanic was the largest ship in the world, 882 feet long, 175 feet tall. 46,328 tons with 29 boilers and a cruising speed of 21 knots. Built in Belfast by Harland and Wolff, the ship was hailed as a marvel of modern science and technology. It was expected to set new record speeds for Atlantic crossings. The Titanic arrived at Queenstown’s outer anchorage about 11:30 a.m. that day. The eager passengers waiting at the White Star Line pier in the inner harbor were ferried out to the ship along with 194 sacks of mail by two tenders, the Ireland and the America. A few passengers were debarking after enjoying the day and a half voyage from Southampton, England, to Cherbourg, France, and on to Queenstown. Among those leaving was a Catholic priest, Father Francis Browne, later to become a famous photographer of all things Irish. As he prepared to leave, Browne took what turned out to be the last picture ever of the Titanic’s famous captain, Edward J. Smith.

At 1:30 p.m., the two tenders backed away from the huge ship and exchanged a whistle salute. The Titanic weighed anchor and set

(Please turn to page 2)
Tuesday, April 2, 1912

8 p.m. — Titanic sails from Belfast, Ireland, for Southampton.

Wednesday, April 4 — Tuesday, April 9 — Holy Week and Easter

At Southampton, ship loaded with 5,800 tons of coal, 500 tons of cargo, fresh food including 75,000 pounds of meat, 40,000 pounds of eggs, 800 pounds of tea, 20,000 bottles of beer.

Wednesday, April 10

All morning passengers boarding. Noon, sirens announce departure of Titanic for Cherbourg, France. 5:30 p.m., dock Cherbourg where many millionaires come aboard. 8:30 p.m., depart for Queenstown, Ireland.

Thursday, April 11

Titanic docks at Queenstown at 11:30 a.m. 113 mostly third-class passengers embark. At 1:30 p.m., leaves for New York.

Friday, April 12

Steaming at 21 knots, Titanic covers 386 miles from 1:30 p.m. Thursday and noon Friday. Fire discovered in Boiler Room 6. Warnings of ice ahead from other ships. French steamer is surrounded by ice and forced to stop. In evening, Titanic’s wireless system ceases to function.

Saturday, April 13

Steaming at 22 knots. Between noon Friday and noon Saturday Titanic sails 519 miles. During night word received of huge, rectangular ice-field in ship’s path. Fire in coal bunker extinguished but bulkhead damaged. Wireless still being repaired.

Sunday, April 14

Steaming at 21 knots. 5 a.m., wireless restored. Nine other ships warn of ice ahead. At 10 p.m., telegrapher of nearby Californian breaks in saying his ship is surrounded by ice and has stopped. Titanic telegrapher replies: “Shut up. Shut up. I’m busy ...” At 11:40 p.m., lookouts inform bridge: “Iceberg! Right ahead!” Bridge orders: “Hard a’starboard!” Starboard bow of Titanic strikes iceberg. By 11:55 p.m., lower decks are flooded.

Monday, April 15

Shortly after midnight, ship’s designer Thomas Andrews reports five compartments are flooding and Titanic is doomed. He tells Capt. Smith ship can remain afloat: “An hour, maybe two, not much longer.” By 12:25 a.m. order given to fill boats with women and children. First boat, with capacity of 65, lowered with only 28 occupants, 10 of them men. About 1:45, last of 20 boats is lowered. Bow of the ship is underwater; tilt of the deck becomes steeper and steeper. About 2:20 a.m., Titanic breaks in half. Bow sinks, followed by stern and 1,500 people. About 4 a.m., Carpathia, a Cunard Line ship that has rushed to the scene, begins rescuing lifeboats. Carpathia docks in New York on Thursday, April 18, with 705 survivors.

April 22 — May 15

Ships searching the area find 328 bodies of victims. Many are buried at sea.

(Continued from page 1)

course to the southwest out into the open ocean. On the deck, an Irish steerage passenger, Corkman Eugene Daly, marked the departure by playing “Erin’s Lament” and “A Nation Once Again” on his bagpipes. On board were 1,308 passengers and 898 crew members.

The passengers who boarded at Queenstown were almost all Irish, and steerage, or third-class, passengers. Most were young and filled with the spirit of adventure and hopes for the future. Across the Atlantic, hundreds of brothers, sisters, aunts and uncles and cousins waited to welcome and wrap the newcomers in the warm familiarity of Irish-American neighborhoods, parishes, clubs and employment opportunities. Little did anyone dream that day that of the 113, only 40 would survive.

Kate Buckley and Jane Carr were among the victims, two of more than 1,500 men, women and children for whom there was no room on the ship’s lifeboats. They died most likely of hypothermia in the frigid waters off the Grand Banks of Newfoundland. Kate’s body was among 328 found floating near the scene of the sinking by recovery ships in the weeks after the tragedy. Jane’s body was never found.

Jane Carr had probably left from Queenstown when she first came to America at the age of 26. She was born in July 1864 in Tubbercurry a town of about 650 souls a few miles east of Ballina, one of seven children of Thomas and Bridget Goldrick Carr. She came to America in 1890 and found work as a cook and domestic servant first in Springfield, Mass., then in Windsor Locks at the home of Dr. Sydney Burnap, a physician. She was working there in 1900 when the census taker visited the Burnap home. The household comprised the 74-year-old Burnap, his 57-year-old wife, Clara A. Burnap, and their children Mary, Clara and Sydney Jr. As often happened with hired help, the census data for Jane was a bit scrambled.

Whether Jane had relatives or Sligo neighbors in Windsor Locks or Springfield is not known, but she could not have felt out of place in a community in which 425, or 15%, of the 3,062 residents were born in Ireland. Among the 230 Irish women were 16 other domestic servants and nine nuns teaching at St. Mary’s parochial school. Many of the 195 Irishmen found employment in paper and textile mills.

(Eugene Daly, one of the Irish steerage passengers played “Erin’s Lament” on his bagpipes as the Titanic left Queenstown. Corkman Eugene Daly survived the sinking.)

(Please turn to page 3)
The human toll

<table>
<thead>
<tr>
<th>Class</th>
<th>Total</th>
<th>Survived</th>
<th>Perished</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st Class</td>
<td>329</td>
<td>199 (60.5%)</td>
<td>130 (39.5%)</td>
</tr>
<tr>
<td>2nd Class</td>
<td>285</td>
<td>119 (41.7%)</td>
<td>166 (58.3%)</td>
</tr>
<tr>
<td>3rd Class</td>
<td>710</td>
<td>174 (24.5)</td>
<td>536 (75.5%)</td>
</tr>
<tr>
<td>Crew</td>
<td>899</td>
<td>214 (23.8%)</td>
<td>685 (76.2%)</td>
</tr>
<tr>
<td>Total</td>
<td>2223</td>
<td>706 (31.8%)</td>
<td>1517 (68.2%)</td>
</tr>
</tbody>
</table>

Whether that was the case or not, O’Leary signed documents indicating that in his communications he did not mean to indicate that Carr considered herself as residing in Ireland. The residency apparently would make a difference in the distribution, or in the red tape involved. On the assurance of O’Leary, Tuttle considered Carr still a resident of Connecticut in the settlement. Another hitch was that through the malfeasance of a bank official, the Windsor Locks bank had failed. Because of the overall claims on that bank, her actual savings, as apparently were those of other bank patrons, were reduced by more than 20 percent.

With expenses and fees taken out that left $1,104 for distribution to the heirs. Her brothers and sisters — James, Thomas, Michael, Bridget and Mary Carr and Catherine Mullarkey — received $184 each in an initial distribution. One last footnote was that the complications of the Titanic settlements dragged on until 1919 when each of Carr’s heirs received an additional $12 in a final reckoning.

On Saturday, April 21, this year at 11 a.m., the Titanic Historical Society, which is located in the Indian Orchard section of northern Springfield, Mass., will unveil a monument at Oak Grove Cemetery, 426 Bay St., to commemorate the centennial of the sinking of the Titanic.

The inscription on the black granite monument reads: “In memoriam to all who sailed on the Royal Mail Ship TITANIC and Springfield passengers Milton C. Long and Jane Carr … May the memory of the Titanic be preserved forever … ‘Nearer to Thee My God.’”

Milton C. Long, 29, the son of Judge Charles L. and Hattie C. Long of Springfield, sailed alone as a first-class passenger on the Titanic. In the final moments, he jumped from the boat deck of the ship. His body was recovered and is buried in Springfield.

The monument dedication is part of a three-day program of events and seminars being sponsored by the Titanic Historical Society marking the 100th anniversary of the sinking. The schedule of events to be held in Springfield on April 20-22 can be found on www.titanichistoricalsociety.org.

Kate Buckley’s fare to America was paid by her half-sister Margaret, who was a domestic servant living in the West Roxbury section of Boston. The payment was a familiar custom among generations of Irish immigrants.

Kate’s body was identified by her ticket — number 329944 — which she had in her satchel. Her sister requested that Kate’s body be sent to West Roxbury and interred in St. Joseph’s, but a headstone was never placed over the grave. Her death caused a rift in the family because her father and stepmother blamed Margaret for being responsible for her death. Margaret was rejected when she made a trip to Ireland to console the parents.

In 2004, Kate’s grave was located by Bob Bracken and others of the Titanic International Society. The society, Margaret’s descendants and a local monument company arranged for the placing of a stone on Kate’s grave.

On May 22, 2010, about 50 mourners gathered at St. Joseph’s 98 years after the tragedy. Two of Kate’s great-great-grandnieces unveiled the gravestone, and 16 other family members each placed a rose on her grave. “I think Catherine would be very proud right now,” said Charles A. Haas of the Titanic International Society.

Two heroes saved lives of four Longford women

Twenty-three-year-old John Kiernan put away enough money from tending bar in Jersey City to visit his parents in Aghnacliffe, County Longford. While back in Ireland, he encouraged his brother Phillip, 19, to join him in a blossoming Longford colony in New Jersey. Their father and mother reluctantly consented to the youngest son leaving. Traveling with the Kiernans was their cousin Thomas McCormack.

A number of other young people from Longford found themselves together during the voyage: James Farrell, a 25-year-old farm laborer from Clonee; Katie Mullen, 21, and Katie Gilnagh, 17, both from Esker; Catherine and Margaret Murphy, from Aghnacliffe, neighbors of the Kiernans.

Traveling with others made the journey ahead seem less uncertain. Later Margaret Murphy remembered having particularly enjoyed parties in the third class public rooms.

On the night of the disaster, the two Murphys did not even feel the impact of the collision with the iceberg. The seriousness of the situation became evident only when they were awakened and found a crewman blocking their way up to the deck. The sailor refused to open a gate that stood in the way. Fortunately James Farrell was behind them and shouted to the crewman, “Good God, man! Open the gate and let the girls through to the boats.”

The gate was opened and the women were led to the deck by Farrell. He is said to have given his cap to Katie Gilnagh and bade them farewell.

Margaret Murphy recalled, “I managed to reach the top deck and stood there shivering as I saw boats being lowered. I went down below and met John Kiernan who had been looking for me. We had great difficulty in getting back on the deck again, and John had to drag me through a surging mass of people. He tried to cheer me, telling me we would be safe …”

When they reached the deck, Kiernan unstrapped his lifebelt and fastened it on her. Then he forced her into a boat that was about to be lowered. She protested, thinking she would be safer with him on the huge ship than without him in a small boat. As the boat prepared to swing off, Kiernan kissed her and yelled, “Try and keep warm Maggie, and don’t mind me. I’ll be saved.” At that moment, said Margaret later, “I thought my heart would break.”

All four Longford girls were on lifeboat 16 when the Titanic plunged into the deep. The next morning, their boat was one of those rescued by the Carpathia, a Cunard Line ship which had raced to the scene throughout the night. Its captain even ordered steam heat in sleeping quarters turned off so as to get every last bit of power into reaching the Titanic.

Thomas McCormack also survived the sinking. He made it to the deck and found thousands of people milling about. He strapped on his lifejacket, ran to the rail and jumped. He spent an hour and a half in the water before getting into a lifeboat after nearly being pushed back into the ocean by a crewman. McCormack, too, was rescued by the Carpathia.

James Farrell and John and Phillip Kiernan went down with the ship. Farrell’s body was recovered and he was buried at sea. John and Phillip’s bodies were never recovered.


The emigrants from Longford were not the only third-class passengers who reported their way was blocked by crewmen and barriers. Annie Jermyn, 26, and Bridget Driscoll, 24, both of Ballydrehob in west Cork, were among the last passengers to find safety that night. Jermyn was on her way to Lynn, Mass., where her sister resided. When she arrived there, she complained in a newspaper article that ship officials had an arrangement by which third-class passengers “were kept below at the time of the collision by means of a 10-foot gate.” She and Driscoll eventually were able to get past the gate and scramble into collapsible Boat D, one of the last boats to leave. Daniel Buckley, a 21-year-old farm laborer from Kingwilliamstown, Cork, testified that when he neared the steps to the first class area on his way to the open deck, he and other steerage passengers were blocked by a crew member. He said one man tried to break through but was thrown back. The crewman then locked the gate, but the angry passenger smashed the lock and Buckley and the other passengers continued to the deck. Buckley was able to get aboard Lifeboat 13. Some other men who did likewise were dragged out of the boat, but a woman threw a shawl over him and he remained in the boat.

When the huge human losses on the Titanic became known, a Chicago newspaper reported: “Of 12 young Irishwomen and girls, two young men and a boy comprising a party of 15 from the County Mayo who started for Chicago on the Titanic, only two arrived here.”

The two were Annie Kelly, and Annie McGowan. “The rest,” the newspaper explained, “are at the bottom of the Atlantic Ocean, for they went down with the Titanic, and there is grief here in Chicago, where relatives mourn, and grief back in Mayo, over the sudden end to the dreams and plans of 13 of the flower of Ireland’s youth.”

A century later, after reams of research, figures of Titanic losses still do not always add up. But one really good resource says that 16 people from Mayo — 14 passengers and two crew members — boarded the Titanic, and only three survived.

Sadly ironic, most were from Lahardane village in Addergoole Parish. The melancholy linking of village and catastrophe led to a memorial plaque and stained glass window in St. Patrick’s Church in Lahardane, commemorates County Mayo’s victims in the Titanic catastrophe.

Annie Kelly; Mary Manion; a brother and sister, Patrick and Mary Flynn; three girls named O’Donohue; Mahan Driscoll, Nora Fleming and Mary Glynn.

Although traveling third class, said the Chicago newspaper, “this little party of 15 was prosperous. All had money and good clothing and many little trinkets they were carrying to loved ones who had gone before to the far-off and mysterious and magical Chicago …”

The Mayo immigrants were asleep when the Titanic, “rushing along at 23 knots an hour, tore a hole in her hull against an iceberg.” A steward informed them there was no danger. They prayed the rosary and waited anxiously until ordered to go up on deck.

In the rush, Annie Kelly fell behind her friends. A steward she knew came along and led her up the stairway to the deck where the lifeboats were loading … A boat was just about to be launched. The steward pushed her in. It was only half full.

Nearby were John, Kate and Mary Bourke and the little Flynn lad. Stewards tried to get the two women into the boat with Annie Kelly. “I’ll not leave my husband,” said Kate. “I’ll not leave my brother,” said Mary.

The stewards would not allow Flynn aboard although he was a slight boy. “The last Annie Kelly saw of the Bourkes,” reported the newspaper, “they were standing hands clasped by the rail waiting for the end. The end came in a few minutes … and of all that left County Mayo on that ship, Annie Kelly thought she was the sole survivor.”

Kelly was reunited with Annie McGowan at St. Vincent’s Hospital in New York City. The two of them left the hospital for Chicago dressed in their nightgowns, shoes someone had given them and coats. Kelly became a nun, Sister Patrick Joseph, and taught in Chicago. McGowan married and lived in Chicago until her death in 1990.

Sources: Connaught Telegraph, May 25, 1912. Entries for McGowan, Kelly, Mayo Connection, and Addergoole Parish in encyclopedia.titanica.org
A mid the panic on the deck of the Titanic, the ship’s 62-year-old chief surgeon, Dr. William O’Loughlin, was a pillar of strength. Survivors recall him walking calmly among the men and women and helping them into lifeboats. When the final agony began he waited in the companionway with other officers and even joked that he did not think he would need a life jacket. He went down with the ship and his body was not found.

A native of Tralee, County Kerry, O’Loughlin was orphaned at an early age and raised by an uncle. He studied at Trinity College and the Royal College of Surgeons in Dublin, and went to sea at the age of 21. He served as a surgeon on ships for 40 years.

His kindness and concern for everyone was legendary. It was said he would go “into the steerage to attend an ill mother or child, and they would receive as much consideration from him as the wealthiest and mightiest on board.”

An acquaintance said that he once suggested that O’Loughlin should make a will and plans for his burial site. The doctor replied that because of his many years on the ocean, his fondest wish was to be wrapped in a sack and buried at sea.

In his memory, a new emergency ward was built at St Vincent’s Hospital in New York City where sick and injured seamen were generally treated and where O’Loughlin was in attendance for many years.

Thomas Andrews, a native of County Down, went on the Titanic’s maiden voyage in his capacity as head designer of the Titanic and as one of the highly skilled technicians who formed the Guarantee Group that monitored the operation of the ship.

Andrews was popular with the crew because he paid attention to their needs and their suggestions. Stewardess Violet Jessop, herself of Irish descent, said of Andrews, “Often during our rounds we came upon our designer going about unobtrusively with a tired face but a satisfied air. He never failed to stop for a cheerful word, his only regret was that we were getting further from home. We all knew the love he had for his Irish home …”

Andrews had recommended the Titanic carry 36 more lifeboats than the 16 it got. His advice was ignored and more than 1,500 passengers paid with their lives. Andrews was sent to inspect the ship in the minutes after it struck the iceberg. He reported to Capt. Smith that five of the ship’s watertight compartments were flooding and that the Titanic was doomed. He told Smith the ship might remain afloat “an hour, maybe two, but not more.”

Andrews went down with the ship. His body was not found.

Veronica Jessop, the stewardess who so admired Andrews, was a native of Argentina. Her father and mother, William and Katherine Kelly Jessop had emigrated there from Dublin to establish a sheep farm.

William died in Argentina and Katherine returned to England with six children, finding a job as a stewardess on Royal Mail Line ships. When her health deteriorated, Violet left convent school and became a stewardess herself.

In her memoirs, she wrote that she was ordered into Lifeboat 16 of the Titanic to demonstrate to women passengers that it was safe.

As the boat was being lowered to the water, a ship’s officer tossed a bundle to her. Wrapped inside the bundle was a baby. Throughout the long, cold night in the lifeboat, Jessop clung to the infant protecting it as best she could. After the lifeboat was rescued by the Carpathia, a woman who apparently was the child’s mother, snatched the baby from her and ran away.

Hugh Walter McElroy, 37, was born in Liverpool, England, the son of parents who had emigrated from County Wexford, Ireland.

He served three years on a troopship during the Boer War. One of the captains of the troopship was Edward Smith, captain of the Titanic. McElroy was chief purser or business officer on the Titanic. He was a favorite of passengers.

A newspaper wrote of him: “It has been said that so pronounced was the popularity of Mr H. W. McElroy, the R.M.S. Titanic’s Chief Purser, that many people who frequently crossed the Atlantic, timed their voyage so as to sail on the same ship with him, and would go to some extraordinary lengths to be seated on his table with him.”

McElroy died in the sinking. His body was found and buried at sea.

Sources: Entries in encyclopedia tita.nica, Violet Jessop’s memoir, Titanic Survivor.
The claim of a 70-year-old County Cork farmer and father named Thomas Ryan was the first of hundreds of lawsuits to be heard on the issues of culpability in the sinking of the Titanic.

Ryan sought damages from the ship’s owner, the Oceanic Steam Navigation Co., for the death of his son, Patrick, a steerage passenger on the ship. The case was heard by the High Court of Justice in London.

Representing Ryan, attorney James Campbell began his case with the comment that he was “sorry for the sake of his client that this great fight, which he presumed would be made a test case, must arise in a case in which the plaintiff was a humble man in small circumstances.”

The case would set a precedent for the many to follow and although Ryan was described by Campbell as “not exactly the man in small circumstances,” he certainly represented those who suffered most in the tragedy, the steerage passengers who had to fight their way to the deck and then had the most fatalities anyway.

The background was that Patrick Ryan had arranged with a comrade named Daniel Moran, who was going with his sister to America, to get Ryan a ticket too. Moran went “to some merchant in the city of Cork who was an agent for selling tickets for the defendants’ company.”

Attorney Campbell pointed out an oddity that may perhaps have been true in the cases of many of the poor third-class Irish passengers. “… No ticket was given Ryan at all,” he disclosed. Instead when Moran paid for three passengers, he was given just one ticket, on which the names of Moran, his sister and Ryan were written.

The oddity might have been important because by law transportation companies were required to make consumers aware of their rights and the ship company’s responsibilities. Campbell argued that it was unlikely passengers would be acquainted with their rights if they had never been given individual tickets.

In the case of the Titanic, it did not much matter for despite consumer protection laws and Board of Trade regulations, the White Star Line did its best to make liability an almost meaningless word. For those who did get tickets, the conditions printed on the back would have been laughable had they not been so tragic. The company’s disclaimer read:

“Neither the ship owner, agent, or passage-broker shall be liable to any passenger carried under this contract for loss, damage, or delay to the passenger or his baggage arising from the act of God, public enemies, arrests or restraints of princes, rulers, or people, fire, collision, stranding, perils of the sea, rivers, or navigation of any kind, &c., even though the loss, damage, or delay may have been caused or contributed to by the neglect or default of the ship owner’s servants or other persons for whose acts he would otherwise be responsible, and whether occurring on board this or any other vessel on which the passenger may be forwarded …”

Campbell argued that it would require strong proof to show that passengers had been informed of such stipulations, especially when some passengers were never even given a ticket. The owners’ lawyers responded they had pasted a slip on the front of each ticket encouraging passengers to read the back, and it would be for the jury to say whether that was sufficient notice in the case of steerage passengers.

The judge and jury found in favor of Ryan, the plaintiff, that the company was negligent because the ship was traveling at a high rate of speed despite repeated warnings of icebergs nearby. The jury awarded Ryan damages of £100.

Sources: Irish-American Weekly, July 12, 1913. Entry in encyclopedia.titanica.org, titled Ryan vs. OSNC by Senan Molony.

The Irish-American Weekly, published in New York City, was outraged when, four months after the sinking of the Titanic, a British investigation found that plenty of things had gone wrong, but failed to put any blame on anyone. The newspaper editorialized:

With true British consistency, the British Court of Enquiry on the loss of the Titanic has found that nobody was to blame for the disaster, except of course the iceberg which had the audacity to get on the track of the great leviathan of the deep. How could it be otherwise when the great ship was captained, officered and manned by Britishers?

“Lord Mersey, after stating that nobody was to blame, says in his report that the speed of 22 knots an hour was excessive when traveling through the ice-fields, and that an extra lookout should have been placed in the bow of the boat and a sharp watch kept by the officers on both sides of the bridge. He does not blame Mr. Ismay for saving his own life, and he exonerates Sir Cosmo and Lady Duff-Gordon from the charge of bribing the seamen — even though the seamen admitted receiving the bribes.

“The most lucid conclusion reached is that if the Titanic had been an unsinkable ship she would not have sunk. This no doubt will be a supreme consolation to the surviving relatives of those who were frozen to death in the icy waters of the Atlantic.”

Source: Irish-American Weekly, Aug. 3, 1912
Mystic Aquarium — Opens April 12, an exhibit: Titanic - 12,450 Feet Below, including a glowing iceberg that is cold to the touch, a bi-level adventure area inspired by Titanic’s engine room, hands-on experiences that unfold Titanic’s lingering mysteries, and modern deep-sea technology that led to Titanic’s eventual discovery. Designed by oceanographer Dr. Robert Ballard and Tim Delaney.

Belfast, Ireland — The Titanic Belfast Museum opens in March 2012 with an exhibit covering every detail of the Titanic’s building and featuring nine interactive galleries.

Cobh, Ireland — Centenary week, April 9-15, featuring walking tours of last stop of Titanic, lecture series, ecumenical service, concerts, Irish Coast Guard displays.

Cape Race, Newfoundland — April 14-15 symposium and commemoration. The Marconi wireless station at Cape Race, located on the southeastern tip of Newfoundland, was the only land-based station that received a distress call from the Titanic. Visitors can explore Cape Race and learn the story of its Marconi station, and hear local Titanic tales.

Online — Tons of material about the ship, the voyage, the passengers and the crew on various websites such as encyclopedia.titanica.org.

Book — The Irish aboard Titanic by Senan Molony. Thoroughly researched and skillfully written, a special focus on people closely associated with the ship.

Other events throughout the year.

Many exhibits and films will mark the Titanic centennial this year, but pictures of the debacle were once banned in Bridgeport, Conn.

A month after the sinking, Bridgeport’s Police Superintendent Birmingham “issued an order prohibiting the exhibition of so-called Titanic pictures in moving picture theaters here. One local theater had advertised such an exhibition yesterday. Supt. Birmingham declares that such pictures are ‘palpably fakes’ and he takes the stand also that ‘unnecessary recalling of such a horror is demoralizing.’”

Bridgeport Evening Post, May 2, 1912

Connecticut Irish-American Historical Society
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Membership $10 individual, $15 family. Send name address and check made out to CIAHS to address at left. In Ireland, a Shanachie is a folklorist, historian

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We have kept faith with the past; we have handed a tradition to the future.”

— Padraic Pearse