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Fall 2017

## Carpathia's Care for Titanic's Survivors

Eric C. Cimino Ph.D.

Molloy College, [ecimino@molloy.edu](mailto:ecimino@molloy.edu)

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Voyage into history

# *Carpathia's* care for *Titanic's* survivors

By Eric C. Cimino, Ph.D.

Assistant Professor of History and Political Science  
Molloy College, Rockville Centre, New York

Just after midnight on Monday, April 15, 1912 (*Carpathia's* fifth day at sea), Captain Arthur Rostron was nearing sleep when he heard the sound of the chart room door opening. The door led straight into the captain's quarters, opening at the head of his bunk. Annoyed that his visitor had not bothered to knock, Rostron recalled thinking, "Who the dickens is this cheeky beggar coming into my cabin?" When he looked up, the bleary-eyed captain saw before him not one, but two men: his first officer Horace Dean and the Marconi operator Harold Cottam. Dean urgently explained that *Carpathia* had received a distress message from *Titanic*: "She had struck ice and required immediate assistance."<sup>1</sup> This got Rostron's full attention and, while still in bed, he instinctively ordered *Carpathia* to be turned around. The captain then shot up and grabbed the wireless operator Cottam by the sleeve, asking "Are you sure it is the *Titanic*?... Are you absolutely certain?" To both questions, Cottam answered, "Yes." Convinced that the impossible was now reality, Rostron committed himself, his vessel, and its crew to *Titanic's* rescue.<sup>2</sup>

Rostron's vessel *Carpathia* was built in 1902 for the Cunard Line's Liverpool to New York run. Compared to the *Titanic*, it was of modest size, only 540 feet long by 64.5 feet wide and initially having accommodations for 204 second class and 1,500 third class passengers. It added first-cabin accommodations in 1905, while also increasing available third-class space. Further changes occurred several years later when *Carpathia* abandoned Liverpool for service between New York and various Mediterranean seaports. When it left Manhattan's Pier 54 on April 11, 1912, the *Carpathia* was bound for Gibraltar, Genoa, Naples and Trieste. It carried only



Arpad Lengyel was the Hungarian doctor aboard *Carpathia*, and was assigned to the third-class dining saloon. ([www.mulikor.hu](http://www.mulikor.hu))

743 passengers, mostly Italians and Hungarians returning to Europe, as well as some American tourists.<sup>3</sup> The *Carpathia* failed to reach Gibraltar; instead it was back in New York City seven days later, with hundreds of new passengers onboard.

Having pulled himself together after the abrupt awakening, Captain Rostron stormed into the chartroom and plotted a course toward *Titanic's* position in the North Atlantic (North 52 West, an estimated 58 miles from the *Carpathia*).<sup>4</sup> He then ordered all the lifeboats prepared,



Dr. Frank McGee, as *Carpathia's* "English surgeon," took full charge of the ministering of medical assistance to the survivors. (Library of Congress)

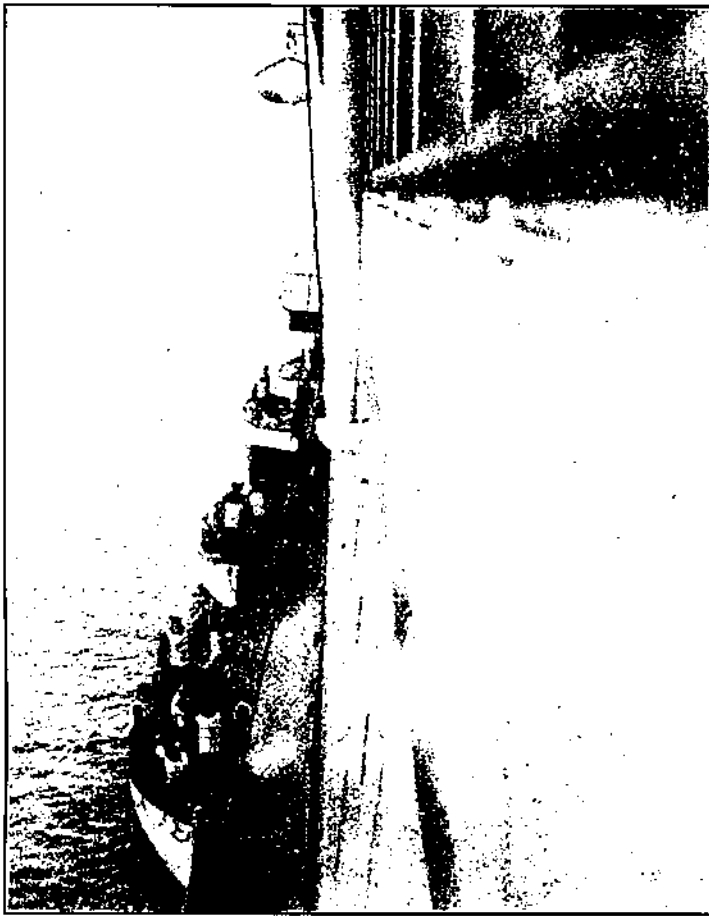


*Carpathia's* purser, Ernest G. F. Brown, had to deal with more than 700 unexpected guests. (Library of Congress)

and summoned the head doctor, the purser, and chief steward. To Dr. Frank McGee, Rostron explained what he expected from the ship's medical staff. Dr. McGee was to assume control of the first-cabin dining room, while the ship's other two doctors, the Italian Vittorio Risicato and Hungarian Arpad Lengyel, were to take up positions in the second- and third-cabin dining rooms respectively. Each doctor was to provision his makeshift first aid station with stimulants and restoratives, as well as any other medical supplies needed for the care of the sick and injured.<sup>5</sup>

Rostron placed Purser Ernest Brown and Chief Steward Harry Hughes in charge of preparing gangways to receive survivors. The captain also tasked Hughes with making coffee for the crew, who, he knew, would be working through the night. Coffee, tea and soup were to be prepared for the survivors as well, and blankets delivered to the dining rooms and gangways. All of this activity in the middle of the night was bound to cause some disturbance, so to "reassure" curious passengers aroused from their sleep, the captain ordered stewards on guard in each hallway. The crew's vigilance was to continue during the rescue operation itself. Concerned especially with the disruptive potential of the third-class (steerage) passengers, Rostron directed his staff to keep them under control and "out of the way" at all times.<sup>6</sup> Looking back on his commands that night, Rostron remarked, "To all I strictly enjoined the necessity of order, discipline and quietness."<sup>7</sup>

The captain not only had to plan for the immediate rescue and care of the survivors, he also had to tackle the difficult logistical problem of accommodating them. Simply put, where would they sleep? The *Carpathia* was only half full, luckily, but finding room for hundreds, if not thousands, more people would still be challenging.<sup>8</sup> Rostron first requisitioned the living quarters of two groups over whom he had clear authority: his officers and the *Carpathia's* third-class passengers. He ordered all officers to give up their cabins to the rescued, while in steerage, all passengers



*Titanic's lifeboats queue alongside Carpathia's port side, waiting to discharge their weary and cold passengers. (Private collection)*

were to be grouped together in one section and the vacant berths used for the newcomers.<sup>9</sup> Aware that his officers' quarters and the extra steerage berths would not be enough, Rostron also planned to utilize the ship's public spaces (the smoking rooms, libraries, and dining saloons) as accommodations.<sup>10</sup>

After Rostron finished delivering his orders, *Carpathia* became a hive of activity. A steward rushed into the Hungarian doctor's room to wake him up. Dr. Lengyel assumed his steward's urgency was due to a patient taken ill in the middle of the night. He began to dress when he was interrupted again, this time by his counterpart, Dr. McGee, who explained the *Titanic's* plight. Lengyel's first reaction was disbelief, but the specificity of the captain's orders convinced him that the rescue operation was very real.<sup>11</sup>

Lengyel was assigned to the third-class dining room, which also was the lowest point of entry on the ship (a fact that would be significant later). He and the other two doctors soon began gathering their medical supplies and setting up their stations. The pharmacy contained an abundance of "alleviatives and excitants," so they hoarded as much as they could.<sup>12</sup> Common drugs aboard ocean liners at the time included spirits of ammonia, a stimulant for headache and faintness; bromide of potassium, a sleeping pill and tranquilizer; compound tincture of chloroform and morphine, a sedative; and laudanum, made with opium, for pain relief.<sup>13</sup> The doctors also stockpiled dressings and medical instruments, and obtained stretchers and splints.

With the supplies taken care of, the doctors next sought out space to treat the survivors who would require serious medical at-

tention. Since *Carpathia* was free of any infectious diseases, the ship's fever (isolation) ward was empty. The doctors decided to have the ship's current patients transferred there, which would free up space in the hospital ward. Any extra beds in the fever ward could also be used for the *Titanic's* injured. Altogether, they managed to secure a total of 32 beds.<sup>14</sup>

Dr. Lengyel finished his preparations around 2:35 a.m. and then went on deck, where he witnessed the crew in action. They were busy preparing the lifeboats and lowering rope ladders near the gangways.<sup>15</sup> *Carpathia* first-cabin passenger Anna Crain from Illinois, awake since 1:15 a.m., observed crewmembers slinging canvas ash bags alongside the ship. The bags would soon be used to haul the rescued children aboard. Crain was impressed with the diligent nature of the crew, stewards, and stewardesses, who went about their work as if it were an "ordinary drill." She also recalled the "pleasant smell" of the freshly made coffee wafting through the air and noticed the "soft masses of blankets" that were piling up.<sup>16</sup> The waiter William Collopy remembered cases of brandy being hauled from the storerooms and hot food cooking in the kitchen.<sup>17</sup> This busy work continued for another hour, when at 3:35 a.m. the chief steward and purser reported to the captain that his orders had been fulfilled.<sup>18</sup>

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As the rescue operation took shape, *Carpathia* sped toward *Titanic's* location, dodging icebergs along the way. Most passengers were sound asleep, blissfully unaware of the dramatic change of plans.<sup>19</sup> However, some passengers were roused *en route* by the crew's commotion overhead, or by the noticeable change in vibrations as the ship's speed increased. Walter Lord in *A Night To Remember* writes, "Here and there all over the ship, the light sleepers listened restlessly to the muffled commands, tramping feet, creaking davits. Some wondered about the engines — they were pounding so much harder, so much faster than usual."<sup>20</sup> Two passengers,

Howard Chapin and Louis Ogden, both had similar initial thoughts that the strange noises in the middle of the night could only mean that *Carpathia* was in danger. Upon leaving his cabin to investigate, Chapin quickly learned from a sailor that *Titanic* had struck an iceberg and *Carpathia* was on its way to help.<sup>21</sup> Louis Og-



den, on the other hand, took much longer to be convinced that his ship was safe. He first encountered Dr. McGee, who cryp-

*Thirty-year-old Carpathia passenger May Birkhead unexpectedly found herself witnessing the rescue of Titanic's passengers, took copious notes, and sold her story to the New York Herald, where she was hired on the spot for a permanent position. (Oswego [New York] Daily Times)*

tically told him that, yes, there had been accident, but it did not involve *Carpathia*. Unsatisfied with this vague response, Ogden then questioned a quartermaster, who relayed the news about *Titanic*. Ogden thought the quartermaster must be lying (*Titanic* could not have sunk!) and the two proceeded to have a tense exchange.<sup>22</sup> His wife recalls that by the time he returned to their room, Ogden had finally accepted that *Carpathia* was not in any immediate danger and calmly explained the situation to her: "There isn't any need of being frightened. There's been no fire on our boat, but there has been an accident to the *Titanic*."<sup>23</sup>

After three-and-a-half hours of travel, *Carpathia* reached *Titanic*'s location at daybreak (4 a.m.)<sup>24</sup> Now the other passengers gradually began to emerge from their rooms. What they encountered on deck took their breaths away. Passengers found themselves enveloped by an endless field of perhaps one hundred icebergs illuminated by a "glorious, clear sky" and a "glittering sun."<sup>25</sup> At dawn's first light, the icebergs appeared pink, then as the sun rose, they turned golden.<sup>26</sup> May Birkhead, a seamstress who chronicled the rescue for the *New York Herald*, proclaimed them "a most beautiful sight." Some of the icebergs she noticed were much bigger than the *Carpathia*, while others were just "baby ones."<sup>27</sup> Another passenger wrote of seeing "mammoth forts, castles and pyramids of solid ice."<sup>28</sup> *Titanic* survivor Lawrence Beesley, a science teacher, later called them "huge floating monsters."<sup>29</sup>

May Birkhead's awe soon turned to "sickening pangs" when she realized that one of these monsters had sunk the *Titanic* and that the lifeboats that now "dotted" the sea before her were carrying the survivors.<sup>30</sup> She understood that *Carpathia* was no longer simply an ocean liner bound for Gibraltar, but a rescue ship.

As the first lifeboat approached, second officer James Bisset



*Carpathia's second officer James Gordon Partridge Bissett wrote of the rescue of Titanic's survivors in his 1959 book, Tramps and Ladies - My Early Years in Steamers, and later became commodore of the Cunard Line, commanding the Queen Mary and Queen Elizabeth. He was made a Commander of the Order of the British Empire (CBE) for his service in two world wars. (Library of Congress)*

went down with two other seamen to help steady it.<sup>31</sup> From the bridge, chief officer Thomas Hankinson urged the women to climb up the rope ladders, while Bissett, having boarded the boat, demonstrated how it was done.<sup>32</sup> Bissett later recalled that all the women in the boat were "numb with cold" and in no condition to climb.<sup>33</sup> He is contradicted by Elisabeth Allen, the first survivor to be rescued, who claims to have scammed up the ladder on her own.<sup>34</sup> Similarly, when Colonel Archibald Gracie's



*The difficulty of the climb to Carpathia's gangway door was first experienced by Elisabeth Walton Allen, shown here ascending a rope ladder up the liner's side. (J. W. Barker photo)*

lifeboat reached the *Carpathia* later in the morning, the unbowed colonel decided to test his strength by running up the ladder "as fast as I could."<sup>35</sup>

Many others, though, ("dazed with the cold and horror of the night") had to be pulled up. Children were put in canvas bags and hoisted aboard. After the children, adults unable to climb were raised one-by-one attached to a kind of rope harness and seated in a "swing-like bench."<sup>36</sup> This was by no means an easy process. One passenger recalled watching the rescued in their swings being dashed against the ship's side, though luckily no one was seriously injured.<sup>37</sup> Anna Crain described hearing "wailing" infants, separated from their mothers and suspended above the sea.<sup>38</sup> Another witness noted how the mothers anxiously looked on as their children were pulled up, awaiting the moment when a sailor's hands would grasp them and bring them inside, finally safe.<sup>39</sup>

Survivors entered *Carpathia* through both starboard and port-side gangways located about halfway up the ship on C-Deck.<sup>40</sup> Dr. Lengyel stood ready to receive them. First, he evaluated their health. If there were no serious issues, he assigned them to the appropriate section of the ship based on their social status (either first, second, or third class). Stewards dispensed coffee and blankets, then escorted the survivors away. For the rescued who required medical attention, they were taken, often by stretcher, to one of the

hospital wards, where they were attended to by the “nursing stewards.”<sup>41</sup> While Lengyel was directing this process, the Italian and British doctors manned their first aid stations in the dining saloons.

In the dining rooms, the *Titanic*'s rescued sat draped in their blankets sipping coffee. Colonel Gracie nursed a hot drink and removed his frozen clothes and shoes, which were promptly “sent down to the bake-oven to be dried.” “Being thus in lack of clothing,” Gracie wrote, “I lay



*Chicago physician Frank H. Blackmarr took photographs of Titanic survivors' arrivals aboard Carpathia. He is seen in a 1918 passport photo. (National Archives and Records Administration)*

down on the lounge in the dining saloon under rugs and blankets, waiting for a complete outfit of dry clothing.”<sup>42</sup> Violet Jessop, a rescued stewardess, did not recall the coffee, but certainly remembered having “glass- es of neat brandy” poured down her throat, which she said “went down like mol- ten fire.”<sup>43</sup> *Carpathia* waiter Collopy claimed that the coffee was laced with brandy, causing the liquor to go down much more smoothly, perhaps unnoticed, for other survivors.<sup>44</sup>

Some survivors chose to bypass the dining areas and instead immediately went on deck to watch for any friends and family members who might be aboard the remaining lifeboats. This was a heart-wrenching sight as survivors desperately peered over the rail for any sign of a loved one. Predictably, for most the search proved fruitless.<sup>45</sup> When all the lifeboats had been accounted for and the search and rescue called off, “sounds of weeping and sobbing” could be heard throughout the ship.<sup>46</sup> As the *Carpathia* pulled away at 8:50 a.m., the Chicago physi- cian Frank Blackmarr was moved by what he saw: Widows, sons and daughters “with tears running down their cheeks...their arms outstretched, [looking] into the far way to see if they could not discover just one more boat.”<sup>47</sup>

Once the rescue operation ceased, the doctors turned their attention to the injured in the hospital wards. They had 42 patients, suffering mostly from broken bones, fractures, sprains and bruises. Since there were only 32 available beds, the slightly injured had to double up, allowing the more seriously hurt to have their own beds.<sup>48</sup> One of the survivors treated in the hospital was Lucinda “Lutie” Parrish of Ken- tucky\*, who suffered a broken ankle after a man jump- ing into her lifeboat landed on her.<sup>49</sup> From a report by the American Red Cross, we learn of other injured survivors, including a woman with bruises covering her arms and legs who required further hospitalization upon reaching New York.<sup>50</sup> Dr. Lengyel comments that he was surprised that he did not see any serious

\*The story of Lutie and her daughter Imanita Shelley appeared in *Voyage* 100.

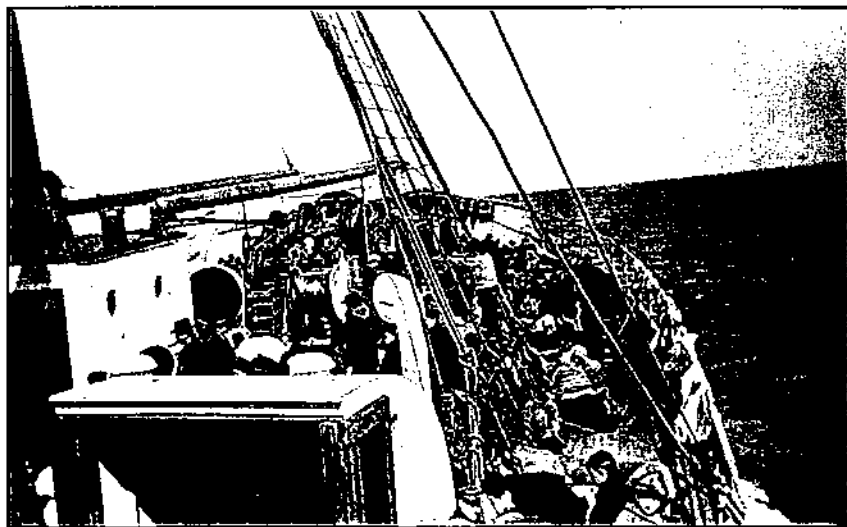
cold-related injuries. More noticeable were the patients scattered throughout the ship who were suffering from emotional trauma. Survivors “fainted, had convulsions, others cried or laughed from delirium” and Lengyel did the best he could to calm them (us- ing the drugs that he had stockpiled earlier).<sup>51</sup> Afterwards he won- dered what kind of long-term implications the disaster would have for the female survivors. In a gendered interpretation of women’s health, he believed frequent episodes of “mass hysteria” were sure to follow in the years ahead. He also presumed, perhaps more rea- sonably, that women would suffer from “irregular menstruation” as a result of their trauma.<sup>52</sup>

Upon reaching New York on April 18, *Carpathia*'s medical fa- cilities came under some mild criticism by Dr. Morris Kahn of Mount Sinai Hospital, the first doctor to board the vessel. In an in- terview with the *New York Herald*, Kahn expressed his displeasure that the ship’s hospital was located “away down in the steerage end.” And, to make matters worse, the steerage heating system had malfunctioned, leaving the hospital too cold. For the injured, who only days earlier had been pulled from the frigid North Atlantic, this was “decidedly unfortunate.” Despite his critique of the hos- pital’s location and temperature, Kahn’s inspection of the facilities was otherwise satisfactory and he found the patients generally in good condition.<sup>53</sup>

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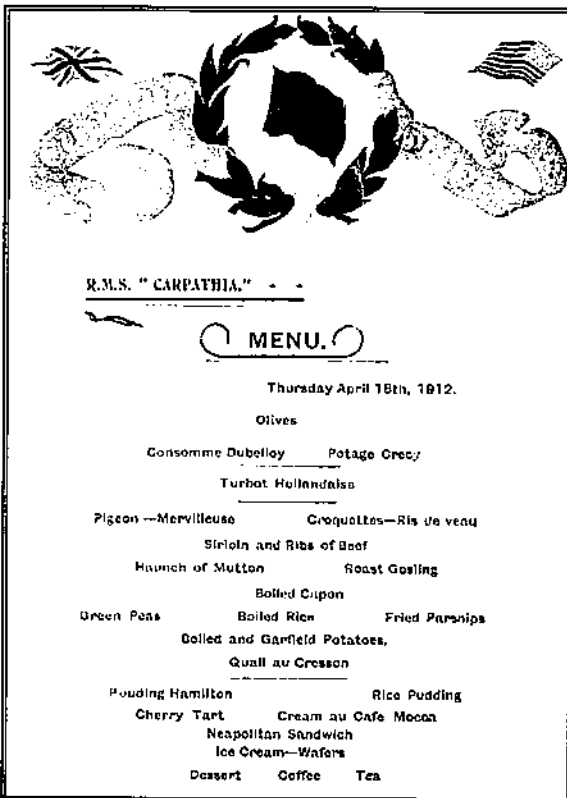
Captain Rostron addressed his initial orders to his crew, offi- cers, and doctors. The plans for the rescue did not include *Car- pathia*'s passengers; Rostron’s main concern was to keep them out of the way. So it was on their own initiative that passengers banded together and undertook a variety of tasks to alleviate their guests’ suffering. Passengers’ direct involvement with relief stands in contrast to the limited role that civilians played once *Carpathia* reached New York City. On land, if you were not part of the of- ficial relief effort, your options for assisting survivors were mostly confined to donating clothing and money.

*Carpathia*'s passengers first guided the rescued to the ship’s rail- ings or to other appropriate spots where they could look for loved ones.<sup>54</sup> They also assisted the stewards and stewardesses with hand- ing out coffee and blankets. Augusta Ogden in first-class approached two well-dressed women cowering in a corner and offered them



*As Titanic’s survivors rest in deck chairs at Carpathia’s bow, their laundry dries from the ship’s railings. (Courtesy of the late George and Mary Lou Fenwick)*

coffee, but was rebuffed: "Go away," they said, "we have just seen our husbands drown." Ogden had better luck taking care of her friend Colonel Gracie, who felt the cold leave his body as he drank the coffee and brandy she



*This was the final meal served aboard Carpathia just hours before Titanic's survivors were landed at New York. (Charles Haas Collection)*

while, others busied themselves with gathering much-needed supplies. Clothing was in demand, but so, too, were "ties, collars, hair-pins, and combs." To obtain the latter, passengers staged a "raid" on *Carpathia's* barber shop. The barber also donated toothbrushes, which "one good Samaritan" distributed throughout the ship.<sup>56</sup>

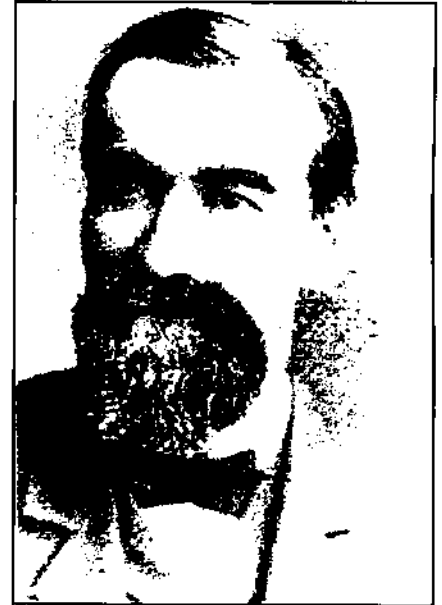
Recall that Rostron had ordered his officers to give up their quarters and the steerage passengers to be grouped together in order to make room for *Titanic's* saved. On their own, *Carpathia's* first- and second-cabin occupants decided to do the same. In first-class, Frank Blackmarr and his cabin-mate quickly turned over their room to two women and set out to find two more. While surveying the ladies' writing room, Blackmarr glimpsed an elderly woman asleep in the middle of the crowded floor. He woke her and offered up his room, which she surprisingly refused. Blackmarr then selected the "very large woman" seated next to her. This almost proved to be his undoing as, try as he might, Blackmarr could not lift her into his cabin's upper bunk. Facing invectives from the woman as well as jokes from the occupants of the lower berths (to the effect of "Why don't you put her up already?"), Blackmarr made one of his old football moves and success-



*Philip Mauro, a patent attorney and Christian preacher and writer, in 1903. He practiced his evangelism with several Titanic survivors. (Wiki-media.com)*

fully launched the lady into the bed, where she landed "with a groan."<sup>57</sup>

Now without a room, Blackmarr and his partner decided to join the masses sleeping on straw mattresses, tables, couches, and chairs in the public rooms.<sup>58</sup> Other passengers were not as self-sacrificing. Luke Hoyt, Charles Hutchison and a woman nicknamed "Empsie," for example, generously gave up their respective rooms to survivors. However, instead of joining Blackmarr outside, they shared cabins with fellow passengers for the remainder of the voyage.<sup>59</sup> If they had chosen differently and *not* doubled up, then additional cabin space (comfortable and private) would have been available for the rescued.



*Carpathia second-class passenger Maurice McKenna, seen here in an 1890 view, cared for a little girl from Titanic, but could not bear to tell her that her father had been lost. (svvnet.edu)*

Over the next three days, passengers continued to undertake a variety of activities on behalf of survivors. They turned, for instance, from gathering clothing to sewing garments made from the ship's blankets.<sup>60</sup> There were also children who needed watching. Maurice McKenna, traveling with his family in second class, took care of a girl about four years old who had just lost her father. On one occasion, McKenna brought the girl on deck for some fresh air, where she asked him for some paper and pencil in order to compose a letter. McKenna heeded the request and then observed her at work:

She addressed the letter "Daddy" and started to write: "We don't know what is keeping you. We are on this boat. We arrived before you and want you to come here..." Finally when she got tired of writing, she asked me to look for her father and try to find him.

McKenna, of course, knew the truth about the girl's father, but could not bring himself to reveal it.<sup>61</sup>

At least two of *Carpathia's* passengers, the American preacher Philip Mauro and his daughter Margaret, believed that the rescue presented a "splendid" opportunity for Christian ministry. When the survivors first boarded, the Mauros focused on meeting their immediate needs. Philip gave up his room and slept on a deck chair. He also donated stockings, pajamas and a dozen toothbrushes, while Margaret parted with some personal items, including underwear.<sup>62</sup> Then, on Wednesday, the pair noticed that conditions were ripe for conversion. Philip first ministered to an affluent Canadian hotel owner, Albert Dick, who proved receptive to lectures on the existence of God and how to live a Christian life. The hotel



*Titanic survivors stand on Carpathia's promenade deck awaiting an opportunity to send a wireless message assuring loved ones of their safety. (Courtesy of the late George and Mary Lou Femwick)*

owner's wife Vera, on the contrary, was troubled by this incursion into the couple's spiritual lives and resisted the preacher's overtures. Meanwhile, to complement her father's work, Margaret was busy preaching down in second cabin and steerage. Philip was proud of his daughter's efforts and believed that because of her "the whole shipload (with few exceptions) will have received the testimony of a living Christ."<sup>63</sup>

The work continued the following day when Philip attempted to convert two wealthy Jewish survivors, Abraham Lincoln Salomon from New York City and an unnamed London merchant. Believing that Salomon's heart was "quite tender just now," Philip arranged to have a copy of his book *The World and its God* (1905) shipped to him in New York. He also spent more than an hour in conversation with the London merchant early Thursday morning, though he does not indicate if anything came of it.<sup>64</sup>

It should be noted that *Titanic* survivors were not helpless and even took part in their own relief. Many of the grief-stricken women, who earlier had been given drugs, were roused from their stupor by the urge to work, observed Anna Crain, and by the third or fourth day were participants in the various activities occurring throughout the ship.<sup>65</sup> An anonymous survivor from first cabin recorded that she busied herself on Wednesday (day three) "cutting out garments for the steerage and second-class children, some of whom had no clothes at all. We made little coats and leggings out of the blankets, etc. — then I went round the steerage and hospital with the doctor."<sup>66</sup> Thirty-one-year-old Emily Goldsmith from third class also worked to transform blankets into clothing, doing so while *Carpathia's* firemen entertained her son Frankie.<sup>67</sup>

On the second morning, while first class survivors were at breakfast, the "unsinkable" Margaret Tobin Brown suggested forming a survivors' committee. Its first order of business would be to find some suitable means to thank the captain and crew for all of their efforts. After some discussion, the diners agreed to raise money for the crew's compensation and to purchase a "loving cup" for Captain Rostron. The nine-member survivors' committee, which included Brown and American tennis pro Karl Behr, quickly raised \$4,000 in checks and cash that afternoon. By the end of the voyage, it had received pledges totaling between \$10,000 and \$15,000.<sup>68</sup>

Margaret Brown and two other survivors, Emma Bucknell and Martha Stone, were also part of a sub-committee that focused on

survivor relief. During the remainder of the voyage, they spent time speaking with survivors and compiling a list of their basic needs.<sup>69</sup> On one of her trips into the second- and third class, Brown had a confrontation with a doctor, probably McGee, who was perturbed by the committee's incursion onto his turf. He claimed that he was already overseeing the distribution of clothes and that nothing further needed to be done. The doctor's notion of relief as simply the provision of clothing motivated Brown to concentrate on additional aspects of relief, specifically how to address the severe mental stress that survivors were under.<sup>70</sup>

To this end, the committee announced that for five hours each day its members would be available in the dining room to anyone who wanted to talk. Brown writes that survivors came in droves, not only from steerage, but from first- and second-cabin as well. Attendees "poured out their grief and story of distress... they unburdened their sorrows, that lay like a weight upon their breasts."<sup>71</sup> Practical concerns also weighted heavily on their minds. First- and second-cabin women, their money at the bottom of the Atlantic, wondered if they would be treated like immigrants upon arrival in New York and subjected to the "Alien Law." Brown's committee put their minds at ease by assuring them that this would not be the case.<sup>72</sup> Survivors also fretted about how they would make it to their final destination outside of New York without funds. The committee promised to bring this matter to the attention of White Star Line owner Bruce Ismay, who was in seclusion aboard *Carpathia*. On this front, the committee scored a major victory as Ismay consented to "furnish transportation and other necessities" to survivors wishing to leave New York.<sup>73</sup>

The contact that survivors had with the relief committee on board *Carpathia* foreshadowed what awaited them when they arrived in New York City on the evening of Thursday, April 18. Survivors who had friends and family in the city were quickly whisked away in cars, while those remaining, mostly from second- and third class, were met over the course of the evening



*As they left Carpathia, docked at New York's Pier 54, Titanic's passengers were greeted by loved ones. Surprisingly, the number of serious injuries was relatively small, and all had received medical attention during the voyage to the city. (www.wnyc.org)*

and days to come by a parade of the city's relief organizations. Their first contact on Pier 54 was likely with the Women's Relief Committee, which was on hand to distribute food, clothing and emergency funds. The Travelers' Aid Society and the Council of Jewish Women were also present and escorted survivors to temporary lodging at the Shelter for Respectable Girls and the Clara de Hirsch Home.<sup>74</sup> Other organizations, such as the Salvation Army and the Hebrew Immigrant Aid Society, housed dozens at their headquarters. The injured, meanwhile, were taken by ambulances to St. Vincent's, St. Luke's and Bellevue Hospitals.<sup>75</sup>

Some survivors remained in the city for only a few days, others for weeks. Throughout their stay, they were continuously monitored by the Women's Relief Committee, as well as by the Red Cross Emergency Relief Committee. The Red Cross looked after survivors' long-term needs, which entailed interviewing them and deciding how best to distribute the thousands of dollars in donations pouring in from throughout the country. By 1913, 326 individuals and family groups in the United States had received financial assistance, 196 due to "crippling property losses" and 130 because of the "drowning of breadwinners."<sup>76</sup> The Red Cross ultimately finished what the *Carpathia* had begun: disaster relief for *Titanic* survivors.

#### Endnotes

<sup>1</sup>Arthur Rostron, "The Rescue of the 'Titanic' Survivors," *Scribner's Magazine* (March 1913) in *Voices from the Carpathia*, George Behe, ed. (Gloucestershire, UK: The History Press, 2015), 129; Rostron to General Manager of Cunard Steamship Company, 18 April 1912, in *Voices*, 123. Harold Cottam, "Titanic's 'C.Q.D.' was Caught by a Lucky Fluke," *New York Times*, 19 April 1912 in *Voices*, 52.

<sup>2</sup>Rostron, "The Rescue," 129-30; Richard Garrett, *Atlantic Disaster: The Titanic and other Victims of the North Atlantic* (London: Buchan and Enright, 1986), 184; Walter Lord, *Night to Remember*, 119.

<sup>3</sup>John P. Eaton and Charles A. Haas, *Titanic: Triumph and Tragedy*, 2<sup>nd</sup> Ed. (New York: W.W. Norton, 1994), 176-77; Walter Lord, *A Night to Remember* (New York: Owl Books, 1983), 118.

<sup>4</sup>Rostron to General Manager, 123-24; Lord, *Night to Remember*, 119.

<sup>5</sup>Rostron, "The Rescue," 130; Rostron to General Manager, 124.

<sup>6</sup>Rostron, "The Rescue," 130; Rostron to General Manager, 124.

<sup>7</sup>Rostron, "The Rescue," 131.

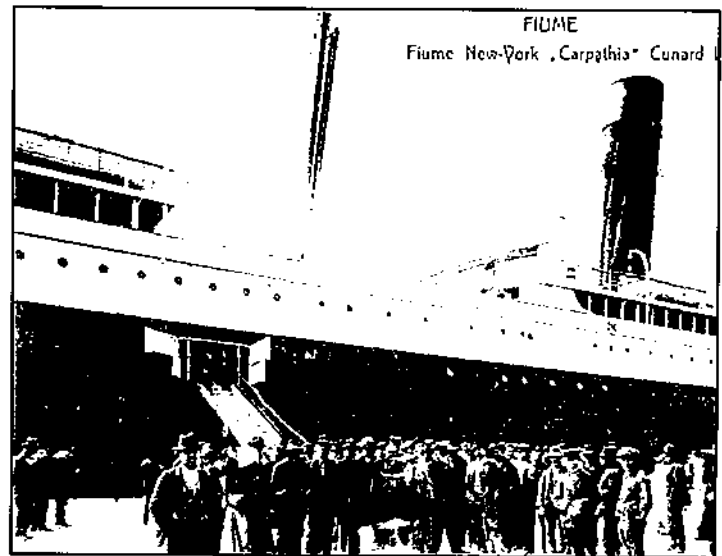
<sup>8</sup>Garrett, *Atlantic Disaster*, 185.

<sup>9</sup>Rostron, "The Rescue," 130; Rostron to General Manager, 124; Lord, *Night to Remember*, 120. Eaton and Haas, *Triumph and Tragedy*, 177; Garrett, *Atlantic Disaster*, 186. Rostron also offered up his own cabin for use.

<sup>10</sup>Rostron, "The Rescue," 130; Rostron to General Manager, 124.

<sup>11</sup>Arpad Lengyel, May 1912, in *Voices from Carpathia*, 100-101.

<sup>12</sup>Lengyel, May 1912, 101; Lengyel quoted in *New York Times*, 19 April 1912, in *Voices from Carpathia*, 206; Lawrence Beesley, *The Loss of the SS. Titanic* (Boston and New York: Houghton Mifflin Co., 1912), 196. In his May account, Lengyel says that he was assigned to the steerage surgery room. Most other accounts, including Beesley's and the captain's, indicate that he was in the



Passengers prepare to board *Carpathia* at Fiume, Hungary (now Rijeka, Croatia). (<http://www.muzej-rijeka.hr>)

steerage dining room.

<sup>13</sup>Richard Glenner, Alison Kassel, and Laurel Graham, "Titanic Medical Care: Second to None," *Voyage* 34 (Autumn 2000), available at <https://www.fauchard.org/publications/41-titanic-medical-care-second-to-none> (accessed 6/20/2017). As required by the British Board of Trade, most of the drugs on the ship would have been stored in stoppered glass bottles labeled in English and Latin.

<sup>14</sup>Lengyel, May 1912, 102; Lengyel, April 1912, 207.

<sup>15</sup>Lengyel, May 1912, 102; Rostron, "The Rescue," 131; Beesley, *Loss of Titanic*, 197.

<sup>16</sup>Anna Crain in *New York Herald*, 19 April 1912, in *Voices from Carpathia*, 55; Crain letter printed in *Chicago Record Herald*, 23 April 1912, in *Voices*, 55. For a similar description of the rescue preparations, see Beesley, *Loss of Titanic*, 196-97. On the canvas ash bags, see Rostron to General Manager, 124-25. Crain was awake because her husband had taken ill and received a late night visit by Dr. McGee. It was from McGee that Crain learned what had happened to *Titanic*.

<sup>17</sup>William Collopy excerpt in *Voices from the Carpathia*, 50. Doctor Frank Blackmarr similarly describes the preparations taking place aboard the *Carpathia* in *Chicago Daily Tribune*, 20 April 1912, in *Voices*, 25.

<sup>18</sup>Rostron, "The Rescue," 131-32.

<sup>19</sup>On the *Carpathia*'s speed and the icebergs in its way, see Beesley, *Loss of Titanic*, 196-98.

<sup>20</sup>Lord, *A Night to Remember*, 118. Lord also describes the drastic change in temperature that passengers experienced as they lay in their cabins. During the previous afternoon, passengers had been enjoying a sunny, warm day and the pleasant breeze of the Gulf Stream. "Now there was an amazing change – the frigid blast that swept through every crack and seam felt like the Arctic" (118).

<sup>21</sup>Howard Chapin, "The Titanic Disaster," *Brown Alumni Monthly* (April 1913), in *Voices from the Carpathia*, 46. On Chapin, who later became the "first *Titanic* buff," see Steven Biel, *Down with the Old Canoe: A Cultural History of the Titanic Disaster* (New York: W. W. Norton, 1996), 143-44.

<sup>22</sup>Craig Stringer, "RMS *Carpathia*: Out of the dark of Dawn," *Encyclopedia Titanica* (2012), online at <https://www.encyclope->





While many are familiar with the “official” posed photo of Captain Rostron and his officers, few have seen this delightful view of the officers in the process of gathering for the photo. (Courtesy of the late George and Mary Lou Fenwick)

dia-titanica.org/out-of-the-dark-of-the-dawn-rms-carthia-craig-stringer.html (accessed 6/28/2017).

<sup>23</sup>*Ibid.* Account by Mrs. Louis Ogden (n.d.), excerpted in *Voices from the Carpathia*, 214. Walter Lord relates an alternative version of this story – in his telling, Ogden returns to the room still unconvinced that the *Carpathia* is safe. Lord, *Night to Remember*, 121-22.

<sup>24</sup>Rostron business letter to General Manager of Cunard Steamship Company, 19 April 1912, in *Voices from Carpathia*, 126.

<sup>25</sup>The quotes are from Wallace Bradford in *New York Herald*, 19 April 1912, in *Voices from the Carpathia*, 37 and May Birkhead’s article for the *New York Herald*, 19 April 1912, in *Voices*, 15. On the number of icebergs, see Louis Ogden’s statements in *New York Times*, 2 July 1915, in *Voices*, 213.

<sup>26</sup>Eaton and Haas, *Titanic: Triumph and Tragedy*, 178-79.

<sup>27</sup>Birkhead in *New York Herald*, 15.

<sup>28</sup>Bradford in *New York Herald*, 37.

<sup>29</sup>Beesley. *Loss of Titanic*, 199.

<sup>30</sup>Birkhead in *New York Herald*, 15. Also see the account by Mary Fabian, who describes the dual view of the lifeboats and icebergs as a “terrible and wonderful sight.” Letter from 17 April 1912, in *Voices from Carpathia*, 59.

<sup>31</sup>James Bisset, *Tramps and Ladies: My Early Years in Steamers* (New York Criterion Books, 1959), 301-302; Daniel Allen Butler, *Unsinkable: The Full Story of the RMS Titanic*, Revised Ed. (Bos-

ton: Da Capo Press, 2012), 164.

<sup>32</sup>Lengyel, May 1912, 102-103. Lengyel doesn’t mention Bisset by name, but we can presume this is who he is referring to when he says “one of our crew climbed down to show how it’s done” because we know Bisset was with the lifeboat. On Hankinson’s position on the bridge, see Bisset, *Tramps and Ladies*, 301.

<sup>33</sup>Bisset, *Tramps and Ladies*, 302. Lengyel made the same claim in his account of May 1912, 102-103.

<sup>34</sup>Account of Elizabeth Allen in Archibald Gracie, *The Truth about the Titanic* (New York: Mitchell Kennerley, 1913), 180; Lord, *Night to Remember*, 125; Butler, *Unsinkable*, 165.

<sup>35</sup>Gracie, *Truth about Titanic*, 112.

<sup>36</sup>The quotes are from Crain in *New York Herald*, 56 and Lengyel, May 1912, 103. For other accounts of the rescue, see Birkhead in *New York Herald*, 15; Blackmarr in *Chicago Daily Tribune*, 25; Bradford in *New York Herald*, 37; Mrs. Charles Hutchison in *New York American*, 19 April 1912, in *Voices from Carpathia*, 95. One woman recounted in a letter how she was numb from the waist-down and couldn’t walk. Her traveling companion fainted upon boarding the *Carpathia*. These two certainly required the swing to get onboard. See letter from 17 April 1912 in *Memorials of Henry Forbes Julian* by Hester Julian (London: Charles Griffin and Co., 1914), 280-81.

<sup>37</sup>Mrs. Hutchison in *New York American*, 95.

<sup>38</sup>Crain in *New York Herald*, 56.

<sup>39</sup>Bradford in *New York Herald*, 37-38.

<sup>40</sup>Butler, *Unsinkable*, 164, 167; Lengyel, May 1912, 101-102; Bissett, *Tramps and Ladies*, 302.

<sup>41</sup>Lengyel, May 1912, 102-103.

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<sup>43</sup>Violet Jessop, *Titanic Survivor*, John Matone-Graham, ed. (Dobbs Ferry, NY: Sheridan House, 1997), 139.

<sup>44</sup>Collopy excerpt in *Voices from Carpathia*, 50.

<sup>45</sup>Butler, *Unsinkable*, 168.

<sup>46</sup>Crain in *New York Herald*, 56.

<sup>47</sup>Untitled speech by Blackmarr (n.d.) in *Voices from the Carpathia*, 30; Blackmarr in *Chicago Daily Tribune*, 25. Elin Hakkarainen, a domestic servant from Finland, was one of the rescued who was searching for remaining lifeboats. See John Welshman, *Titanic: The Last Night of a Small Town* (New York: Oxford University Press, 2012), 214.

<sup>48</sup>Lengyel, May 1912, 105

<sup>49</sup>"Says the Carpathia's Hospital was Poor," *New York Herald*, 20 April 1912, 3. "Lutie Davis Parrish," *Encyclopedia Titanica*, online at <https://www.encyclopedia-titanica.org/titanic-survivor/lutie-davis-parrish.html> (accessed 6/28/2017). The *Herald* misidentifies Lutie Parrish as Mrs. Luke Parish of Montana. Lutie was not from Montana, but her daughter, who also survived the *Titanic*, was.

<sup>50</sup>Glennner *et al.*, "Titanic Medical Care."

<sup>51</sup>Lengyel, May 1912, 105; Crain in *New York Herald*, 57; Margaret Tobin Brown, "Sailing of the Ill-fated Steamship," *Newport Herald*, 30 May 1912. In an account given much later in his life, Lengyel describes seeing cases of depression and attempted suicide, though I have not seen the latter mentioned in any other reminiscence. Lengyel, 111. The case of third class *Titanic* passenger Rosa Abbott may suggest why Lengyel did not encounter any serious cold-related injuries. Rosa was suffering from severe frostbite, but for some reason she was not taken to the ship's hospital. After being lifted aboard the *Carpathia*, she was carried to the smoking room, where she spent the remainder of the voyage. Judith Geller, *Titanic: Women and Children First* (New York: W. W. Norton, 1998), 142, 144.

<sup>52</sup>Lengyel, May 1912, 105.

<sup>53</sup>"Says the Carpathia's Hospital was Poor," 3.

<sup>54</sup>Crain in *New York Herald*, 56.

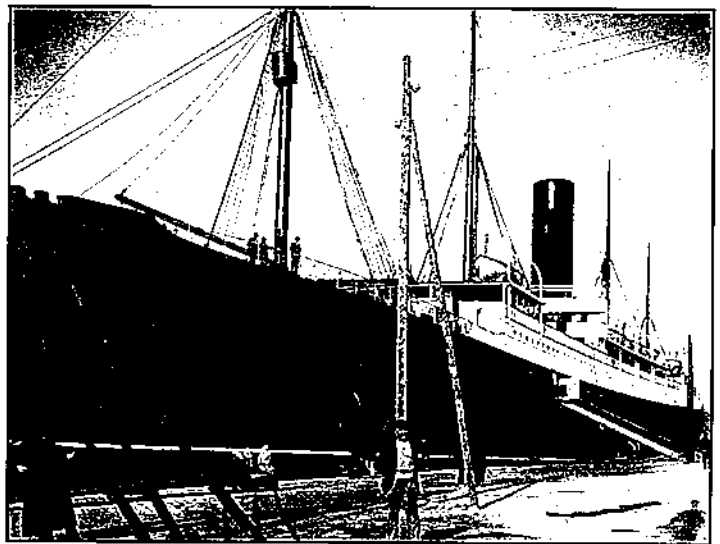
<sup>55</sup>Lord, *Night to Remember*, 145-46. Gracie, *Truth about Titanic*, 112.

<sup>56</sup>Beesley, *Loss of Titanic*, 212; Brown, "Sailing of the Ill-fated Steamship," *Newport Herald*, 29 May 1912; Geller, *Women and Children First*, 107, 147; Fabian letter, 17 April 1912, 59.

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<sup>59</sup>Hoyt to "Bird," 24 April 1912 in *Voices from the Carpathia*,



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64; Hutchison to "Mom and Dad," 18 April 1912 in *Voices*, 91; Emspie's letter is summarized in *Voices*, 57.

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<sup>67</sup>Geller, *Women and Children First*, 140; Welshman, *The Last Night*, 237.

<sup>68</sup>Brown. "Sailing of the Ill-fated Steamship," 29 May 1912; Hurd in *New York World*, 75; Marshall, *Sinking of the Titanic*, Ch. 10; "Money and Loving Cups for those Aiding Rescues," *New York Herald*, 20 April 1912, 4.

<sup>69</sup>Committee to Assist the Destitute Passengers, "Bulletin," reproduced in untitled speech by Blackmarr, 33; "Money and Loving Cups," 4.

<sup>70</sup>Brown, "Sailing of the Ill-fated Steamship," 30 May 1912.

<sup>71</sup>*Ibid.*

<sup>72</sup>*Ibid.*

<sup>73</sup>*Ibid.*

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<sup>75</sup>"The Sheltering Home and the Titanic Survivors," *The American Hebrew and Jewish Messenger*, 29 April 1912, 789; "3 of Crew, 13 Others in St. Vincent's," *New York Herald*, 19 April 1912, 9; "Needy Survivors Find Refuge in City Hospitals," *New York Herald*, 20 April 1912, 6.

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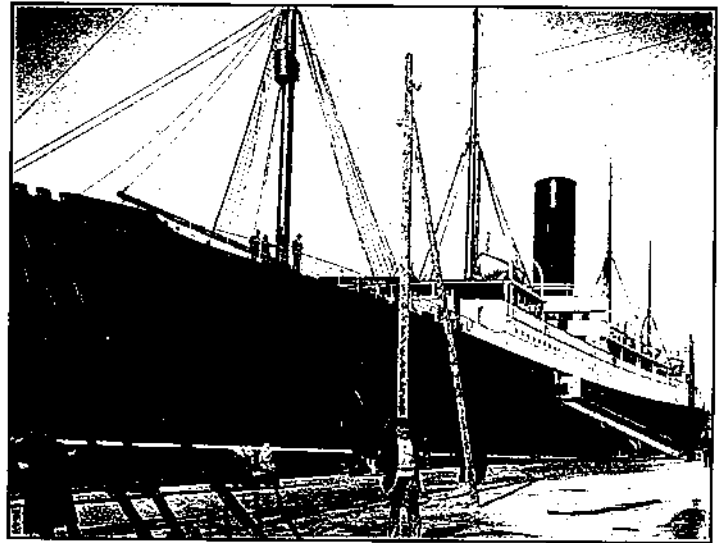
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