

WORKSHEET

A HISTORY OF IRELAND IN 100 OBJECTS, A SELECTION
LEAVING CERTIFICATE, ORDINARY AND HIGHER LEVEL HISTORY

Titanic Launch Ticket, 1911

WORKSHEET 1

TITANIC LAUNCH TICKET, 1911

What developments took place in the industrialisation of Belfast, 1870–1914?

What I already KNOW

What I WANT to know

What I LEARNED

WORKSHEET 2

TITANIC LAUNCH TICKET, 1911

Leaving Certificate History: Essay Prep. Sheet.

Name:

Essay Title: What developments took place in the industrialisation of Belfast, 1870–1914?

Paragraph 1: Introduction

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Paragraph 2: Development 1

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Paragraph 3: Development 2

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Paragraph 4: Development 3

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Paragraph 5: Development 4

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Paragraph 6: Development 5

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Paragraph 7: Development 6

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Paragraph 8: Conclusion

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WORKSHEET 3

TITANIC LAUNCH TICKET, 1911

What does the Titanic have to do with me?

Viewing the Encyclopedia Titanica website <http://www.encyclopedia-titanica.org/>, look for passengers on the Titanic who had the same last name as you or the same last name as your history teacher. Fill in this chart with their information.

Name	Age & Gender	Type of passage on board (1st Class, 2nd Class, Steerage, etc.)	Last Residence	Job	Survived?

- How many passengers had the same last name as you or your teacher? Did anyone have the same full name as you or your teacher?
- Could any of these people who had your last name have been related to your family?
- Why were each of these people travelling and where were they going?
- If you believe you may have had relatives on board the Titanic, check their names and addresses against the 1911 Census returns.

WORKSHEET 4

TITANIC LAUNCH TICKET, 1911

I'm a celebrity!

Using Encyclopedia Titanica (<http://www.encyclopedia-titanica.org/>), research the following well-known people of the time who were on board the Titanic

Passenger(s)	Claim to Fame	Survived?
John Jacob & Madeline Astor		
Margaret "Molly" Brown		
Richard Harris Williams II		
Harry Molsen		
Isidor & Ida Straus		
Charles Eugene Williams		
Lucy Christiana		
Lady Duff Gordon		
Jacques Futrelle		
Benjamin Guggenheim		
Francis David Millet		
Henry B. Harris		
Dorothy Gibson		

WORKSHEET 5

TITANIC LAUNCH TICKET, 1911

Queenstown passengers

Research the passengers who boarded the ship at Queenstown, using the Encyclopedia Titanica website:
<http://www.encyclopedia-titanica.org/>

Name & Address	Gender & Age	Occupation	Purpose of Trip	Survived?
1.				
2.				
3.				
4.				
5.				

Questions:

1. How many first class passengers boarded at Queenstown?
2. How many second class passengers boarded at Queenstown?
3. How many third class passengers boarded at Queenstown?
4. Research the profiles of the 8 passengers who disembarked at Queenstown.
5. View the last photographs of the Titanic taken by Fr. Browne.
6. How did Fr. Browne afford to travel on the Titanic?

WORKSHEET 6

TITANIC LAUNCH TICKET, 1911

Titanic's passengers

Lifeboat capacity: 1,178

	1st class	2nd class	3rd class	Crew
Capacity	505	564	1134	900
Onboard	329	285	710	899
Men	173	157	486	876
Women	151	106	148	23
Children	5	22	76	x
Survived	199	119	174	214
Men	54	15	69	194
Women	141	82	82	20
Children	4	22	23	x
Lost	130	166	536	685
Men	119	142	417	682
Women	10	24	66	3
Children	1	0	53	x

(some numbers are approximate)

- What conclusions can we draw from the statistics provided regarding:
 - Life boat capacity in relation to overall passenger numbers?
 - The proportion of first class passengers who survived in comparison to the proportion of third class passengers who survived?
- Among which class was there most casualties, and how can this be explained?

ARTICLE

TITANIC LAUNCH TICKET, 1911

Growth of Belfast and genesis of Harland & Wolff

An extract from 'William Pirrie, the Titanic and Home Rule', by Glenn Simpson.

Published in History Ireland, Issue 2 (March/April 2012), Volume 20; read the complete article online at: <http://www.historyireland.com/>

Long before rivets and plates were forged into iron leviathans in the yards of Harland & Wolff, there was a growing concentration of industry in the north-eastern counties of Ulster. Linen textile manufacturing became highly concentrated in the Lagan Valley, where water was easily harnessed to power the mills. Linen soon outstripped rival industries such as cotton, and when coal began to be used it was easily imported through the port of Belfast. And that might have been that, had not a gifted young engineer, Edward James Harland, responded to an advertisement posted by Robert Hickson, a man who had tried his luck at manufacturing iron plates and, later, ships. In 1857 the young Harland recruited an assistant and bought out Hickson for £5,000. By 1861 the assistant, Hamburg-born Gustav Wilhelm Wolff, had been made a partner and the firm was renamed to acknowledge the change. Harland & Wolff was thus born.

Through personal business contacts and an excellent reputation for innovative engineering the yard prospered and expanded. As it grew, so too did Belfast. Subsidiary industries grew up around shipbuilding and skilled men were imported from Britain, bringing with them their skills, their religions and their prejudices, which would shape Belfast. The cost of living was lower in Belfast, where women could hope to find employment in the thriving linen trade, thus raising their family's income and standard of living. Belfast's growth strengthened its ties with the British Empire, which provided not only raw materials such as coal and iron but also customers for its exports. It was a far cry from the largely agrarian south, which sought self-sufficiency and tariffs on British imports considered harmful to the native economy. When Home Rule was presented in 1886 Edward Harland and Gustav Wolff loudly opposed it from their Unionist platforms. Both involved themselves in Unionist politics and campaigned against Home Rule. Harland spoke in parliament on the benefits of union. In 1890 he extolled the fact that whilst the populations of Belfast and Dublin were roughly the same only 8,315 ratepayers were enabled to vote in the municipal elections in Dublin, compared to the 30,480 entitled to vote in Belfast. When Nationalist MP Thomas Sexton protested that Catholic and nationalist communities were inadequately represented in Belfast, Harland replied that

'...they are themselves to blame. They have full opportunity, by enterprise, perseverance, and energy, of obtaining representation. The cleverest and most able men have been elected.'

It was a defensive boast by an emerging industrial middle class, fearful of any denigration of their economic and social position. Whilst declaring that he was intolerant of sectarian violence, Harland did little to expel those guilty of it from his shipyard, which raises serious questions about his sincerity, as both lord mayor and employer, in protecting the Catholic workforce of his shipyard.

Questions:

1. Why had linen textile manufacturing become concentrated in the Lagan Valley?
2. Why did Harland & Wolff prosper?
3. What did skilled men bring with them from Britain?
4. Why were such people attracted to Belfast?
5. How did Belfast's growth strengthen its ties with the British Empire?
6. Why did the agrarian south seek tariffs on some British imports?
7. What would be the implications for Belfast arising from this?
8. Why do you think there was such a difference in the number of ratepayers entitled to vote in municipal elections in Dublin and Belfast?
9. Explain Harland's reply to Thomas Sexton.