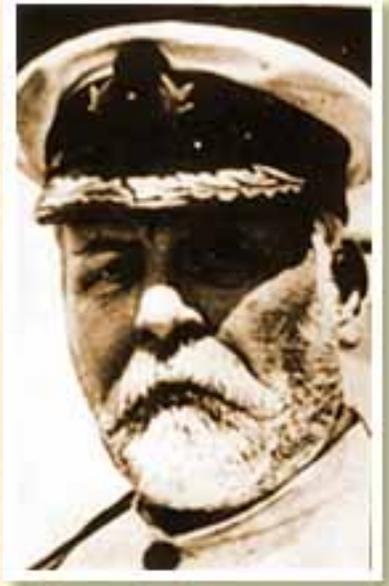


This is my personal collection of facts, tid bits, stories and such about the Captain or relating to the Captain



# Captain Edward John Smith of the Titanic

This information is found in many different places and they are in no particular order. Some I am not sure where I got them from as I got so much of it at one time, so if you know where the original came from please let me know so I can give them credit for the information. But if the source is known it is listed.

This are things I have read or been told over the years, I am not saying that I agree with all the pieces I have included, and some show the Captain in a very unfavorable light, but this is just my collection of things I have about the Captain or comments others have made about him. I mostly think these things are very interesting.

Some maybe fantasy tales, but they do make interesting reading. I believe Captain Edward John Smith was of the ill-fated giant of the sea; a brave and seasoned commander who was carried to his death with his last and greatest ship. I believe to this day that the Captain was a honorable and noble man.

Birth, January 27, 1850

Death, April 15, 1912

Birthplace: Hanley, Stoke, England, 1912

Residence: Southampton, England,

Salary/Yearly: 1250 English Pounds

The book "The Great Titanic Disaster" states Captain Smith was born in Surrey.

When anyone asks me how I can best describe my experience in nearly forty years at sea, I merely say, uneventful. Of course there have been winter gales, and storms and fog and the like. But in all my experience, I have never been in any accident ... or any sort worth speaking about. I have seen but one vessel in distress in all my years at sea. I never saw a wreck and never have been wrecked nor was I ever in any predicament that threatened to end in disaster of any sort.

Quote by: E. J. Smith, 1907  
Captain, RMS. Titanic

Titanic set out on her maiden voyage on April 10, 1912. Her Captain, Edward J. Smith was in command. He was known as "the millionaires Captain" and was one of the highest paid in the world. It was customary for Captain Smith to take the White Star Liners on their maiden voyage. This would be "EJ's" last voyage however, since he was planning to retire to spend more time with his wife and daughter. After taking on additional crew, passengers and mail in Southampton it was off to Cherbourg to take on more passengers. Titanic's last stop, at Queenstown, saw the loading of the last of the passengers and mail.

Captain Edward John Smith, 'E.J.' as he was affectionately known among more than a generation of ocean travelers, came aboard the Titanic on sailing day at about 7:30 am and prepared to meet and assist the various officials whose approval would permit the vessel to go to sea. Capt. Smith had served his apprenticeship aboard the Senator Weber, an American built sailing vessel owned by A. Gibson & Co. of Liverpool. Joining the White Star Line in 1886 Smith served aboard the company's major vessel-freight liners to Australia, liners to New York-and quickly assumed command. As the ships grew in size, so did the importance of Capt. Smith's presence. He worked his way up through Adriatic, Celtic and Coptic (the latter for experience in the Australian route) and Germanic, among others. He was Majestic's captain for nine years commencing in 1895, during which period he was awarded the Transport Medal. In addition he was an honorary commander of the Royal Naval Reserve and, as such, had been granted warrant number 690 allowing him to fly the Blue Ensign on any merchant vessel he commanded.

Captain Smith was regarded as a 'safe captain' and, for the period, he probably was. Yet he had been in command of the Germanic when on 16 February 1899 she capsized at her New York pier from ice accumulations in her rigging and superstructure. And he had commanded RMS Olympic when she had been damaged in collision with H.M.S. Hawke in September 1911. Earlier, in June 1911, while maneuvering Olympic into a New York pier, he had damaged a tugboat with the thrust from one of the liner's propellers. It seemed that Captain Smith – along with most contemporary liner captains - had much to learn about the displacement effects of so huge a hulk of the vessel he now commanded.

At age 62, Smith was close to retirement. Since Baltic of 1904 he had taken out the company's newest liners on their maiden voyages. After Baltic, came Adriatic in 1907, then Olympic in 1911, and now Titanic. It was generally thought that he would retire from White Star service upon completion of Titanic's first trip. But an article appearing on 19 April 1912 in the Halifax, Nova Scotia Morning Chronicle quoted White Star officials as announcing that he would have charge of Titanic until the company completed the larger and finer steamer then under construction. Yet, Gigantic was expected to be ready for her own first voyage by 1915. By the time he was 65 Smith would not have been the oldest captain commanding a transatlantic liner. Perhaps he might have been considering staying on, at least for three more years.....

Excerpted from Titanic: Destination Disaster

(London, April 18, 1912). Dr. Williams, a friend of Captain Smith of the Titanic, relates a conversation he had with Captain Smith when the latter commanded the Adriatic. The Captain said: "We do not care anything for the heaviest storms in these big ships. It is fog that we fear. The big icebergs that drift into warmer water melt much more rapidly under water than on the surface, and sometimes a sharp, low reef extending two or three hundred feet beneath the sea is formed. If a vessel should run on one of these reefs half her bottom might be torn away." Dr.

Williams pointed out the inadequacy of the Adriatic's lifeboats and asked Captain Smith what would happen if the Adriatic struck a concealed reef of ice and was badly damaged. Captain Smith replied: "Some of us would go to the bottom with the ship."

This Tidbit can be found at  
George Behe's Titanic Tidbits

(Chicago, April 18, 1912). Captain Edward J. Smith of the Titanic believed that the steamer was not properly equipped with lifeboats and other lifesaving apparatus and protested without success against lack of precaution, according to Glenn Marston, a friend of the Captain. Marston said that while returning from Europe on the Olympic in company with Captain Smith, he remarked on the small number of lifeboats carried by such a large passenger steamer. It was then, according to Marston, that Captain Smith spoke of the life preserving equipment of the Titanic, then in course of construction, being limited. Marston quoted Captain Smith as saying he thought the lack of equipment for saving lives was not due to a desire of the steamship owners to save money, but rather because they believed their ships to be safe. Lifeboats were thought to be required, the captain said, only in cases in which passengers were to be landed. It was the captain's opinion, said Marston, that enough boats and rafts should be carried to insure safety to every passenger in case of an accident.

This Tidbit can be found at  
George Behe's Titanic Tidbits

(Erie, PA, April 17, 1912). That Captain Smith believed the Titanic and the Olympic to be absolutely unsinkable is recalled by a man who had a conversation with the veteran commander on a recent voyage of the Olympic. The talk was concerning the accident in which the British warship Hawke rammed the Olympic. "The commander of the Hawke was entirely to blame," commented a young officer who was in the group. "He was 'showing off' his war ship before a throng of passengers and made a miscalculation." Captain Smith smiled enigmatically at the theory advanced by his subordinate, but made no comment as to this view of the mishap. "Anyhow," declared Captain Smith, "the Olympic is unsinkable, and Titanic will be the same when she is put in commission." "Why," he continued, "either of these vessels could be cut in halves and each half would remain afloat almost indefinitely. The non-sinkable vessel has been reached in these two wonderful craft. "I venture to add," concluded Captain Smith, "that even if the engines and boilers of these vessels were to fall through their bottoms, the vessels would remain afloat."

This Tidbit can be found at  
George Behe's Titanic Tidbits



(New York, April 18, 1912). The night before Captain Edward J. Smith left New York for Europe to take command of the Titanic, he dined with Mr. and Mrs. W. P. Willie of Flushing, Long Island. At that dinner Captain Smith, according to Mr. Willie, was enthusiastic over the prospects of his new command. He said he shared with the designers of the vessel the utmost confidence in her seagoing abilities, and told Mr. and Mrs. Willie that it was impossible for her to sink. He looked forward then to the most successful days of his seagoing career, and especially dwelt upon the idea that the Titanic's appearance on the Atlantic marked a high point of safety and comfort in the evolution of ocean travel. He regarded that vessel as one that would stay above water in the face of the most unexpected trials. Even if a part of the hull should be seriously damaged, he said, there need be no doubt that she would reach port. "From what I know of Captain Smith," Willie said, "he would be the last man to leave the ship if it was sinking."

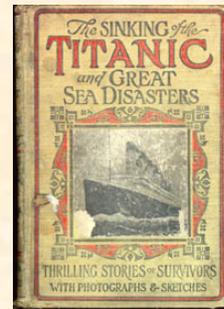
This Tidbit can be found at  
George Behe's Titanic Tidbits



In 1944 survivor Elmer Taylor wrote an account of his life that included a re-telling of his own experiences on board the Titanic. Taylor recalled circumstances which enabled him and his friend Fletcher Lambert Williams to come into close proximity to Captain Smith on the night of April 14th - the night of the sinking: "Williams was a democratic sort of chap, did not hesitate to move among the high, the less high or lowly, so he selected a table for coffee in the Reception Room next to a table at which Captain Smith was entertaining a party. We were close enough to hear Captain Smith tell his party the ship could be cut crosswise in three places and each piece would float. That remark confirmed my belief in the safety of the ship."

(London, April 18, 1912). The widow of Captain Smith, the commander of the Titanic, had written a pathetic message which was posted outside the White Star offices. It read as follows: "To my poor fellow sufferers: My heart overflows with grief for you all and is laden with sorrow that you are weighed down with this terrible burden that has been thrust upon us. May God be with us and comfort us all." Yours in deep sympathy, "Eleanor Smith"

This Tidbit can be found at George Behe's Titanic Tidbits and was Excerpted from the book "The Great Titanic Disaster"



(Baltimore, Md. July 20, 1912). Captain Peter Pryal, one of the oldest mariners in Baltimore and well known in shipping circles, who sailed with Captain Smith of the Titanic when Capt. Smith was commander of the Majestic, made the startling statement today that he saw and talked to Captain Smith yesterday at Baltimore and St. Paul Streets. He declares he walked up to Capt. Smith and said, "Captain Smith, how are you?" Then, according to Pryal, the man answered, "Very well, Pryal, but please don't detain me; I am on business." He says he followed the man, saw him buy a ticket for Washington, and as he passed through the gate of the railroad station he turned, recognized Pryal again, and remarked, "Be good, shipmate, until we meet again." "There is no possibility of my being mistaken," said Captain Pryal today. "I have known Captain Smith too long. I would know him even without his beard. I firmly believe that he was saved and in some mysterious manner brought to this country. I am willing to swear to my statement. "Many persons may think I am insane, but I have told Dr. Warfield of the occurrence and he will vouch for my sanity." Dr. Warfield said tonight that Captain Pryal was perfectly sane. The captain is well-to-do and is a consistent church member. George Behe's Titanic Tidbits

The one tidbit I heard about Captain Smith was that he really wanted to retire after this voyage to spend more time with his daughter. Ismay had convinced him to carry on the tradition of taking over Titanic on her maiden voyage and I think he even asked that he consider coming back from retirement to take over the Gigantic. According to my source (which I've been unable to confirm)

Captain Charles A. Bartlett was to be given the command of Titanic once Smith retired. This would seem to be plausible since Bartlett was later given the command of Britannic (Gigantic). Some people even think that Bartlett took Titanic from Belfast to Southampton, but Charles Haas says this isn't true. There is some speculation as to whether Captain Smith was going to retire after this voyage or not. I tend to think that the speculation comes from the rumor that Ismay wanted Smith to also take over the Gigantic. "He must want Smith to stay on until the Gigantic is ready." Of course, this is my own speculation and is un-confirmed. Take Care,  
Craig Faris author of the up and coming book "The Speed Of Light"

I just wanted you to know that I think Captain Smith was a fine Naval Officer. It is my belief, through my brief research that the events that happened that dreadful nite were more of a collision of fate and arrogance of mankind, and not of this noble man. Time may be kind to the sorrow and emotion, not many can really "recount" the terror of Titanic's last evening, but this is a man I will tell my children about. God bless.... Joe Mattera

More from Joe: I know all the exposure Titanic has received lately must make you proud of your Gr.Uncle. You know what really hit home with me? That by the time the Carpathia was arriving, Titanic was just beginning to settle on the bottom. I cant help but wonder, how long did people live in the

#### The Evidence of Harold Sideney Bride

The testimony of Second Wireless Operator Bride is particularly reliable because he was very honest. At the 1912 Board of Trade Inquiry and at the American inquiry under Senator Smith, he is reported as saying that he struck down a stoker trying to steal the life jacket from First Wireless Operator Phillips. At that time, Phillips was desperately trying to send one final call for help, even though both men had been told to leave by Captain Smith himself. As Bride could have faced an action for murder for such an admission, it makes him almost painfully honest.

From Exploring the Titanic, by: Robert D. Ballard

"The command of this great ocean liner was given to the senior captain of the White Star Line, Captain Edward J. Smith. This proud, white bearded man was a natural leader and was popular with both crew members and passengers. Most important, after thirty-eight years' service with the White Star Line, he had an excellent safety record. At the age of fifty-nine, Captain Smith was going to retire after this last trip, a perfect final tribute to a long and successful career.

"Solidly built, slightly above medium height, he was handsome in a patriarchal sort of way. His neatly trimmed white beard, coupled with his clear eyes, gave him a somewhat stern countenance, an impression immediately dispelled by his gentle speaking voice and urbane manners. Respectfully and affectionately known as 'E.J.' by passengers and crew alike, he was a natural leader, radiated a reassuring combination of authority, confidence, and good humor."

(Daniel Allen Butler, "Unsinkable" The Full Story of the RMS Titanic, page 47)

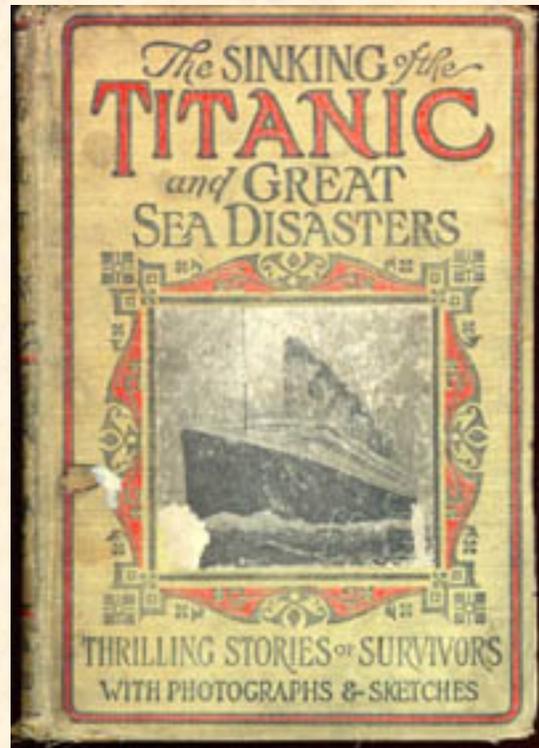
\*\*\* yb83 41 Australia \*\*\* Encouragement for the brothers came from many directions, even from the sea. Master Mariner John Smith, a captain of the White Star Line in 1912, would berth his ship and attend to company business as quickly as possible, devoting the remainder of his time to encouraging the brothers and delivering Bible lectures. Ecclesiae from Brisbane on the eastern seaboard to Perth in the west were united with their brothers throughout the country, as Smith carried news of the brothers' activities from one to another. Read this in a article on Australia Is this the same Captain E J Smith of the Titanic Greg Willis Bendingman@AOL.com

## Excerpts from: Sinking of the Titanic and Great Sea Disasters

Fact: The captain, E. J. Smith, admiral of the White Star fleet, went down with his ship. When Captain Smith came from the chart room onto the bridge, his first words were, "Close the emergency doors." They're already closed, sir," Mr. Murdock replied. "Send to the carpenter and tell him to sound the ship," was the next order. The message was sent to the carpenter, but the carpenter never came

up to report. He was probably the first man on the ship to lose his life. The captain then looked at the communicator, which shows in what direction the ship is listing. He saw that she carried five degrees list to starboard. The ship was then rapidly settling forward. All the steam sirens were blowing. By the captain's orders, given in the next few minutes, the engines were put to work at pumping out the ship, distress signals were sent by the Marconi, and rockets were sent up from the bridge by Quartermaster Rowe. All hands were ordered on deck.

From end to end on the mighty boat officers were rushing about without much noise or confusion, but giving orders sharply. Captain Smith told the third officer to rush downstairs and see whether the water was coming in very fast. "And," he added, "take some armed guards along to see that the stokers and engineers stay at their posts." In two minutes the officer returned. "It looks pretty bad, sir," he said. "The water is rushing in and filling the bottom. The locks of the water-tight compartments have been sprung by the shock." "Give the command for all passengers to be on deck with life belts on." Through the length and breadth of the boat, upstairs and downstairs, on all decks, the cry rang out: "All passengers on deck with life preservers."



On the deck where the first class passengers were quartered, known as deck A, there was none of the confusion that was taking place on the lower decks. The Titanic was standing without much rocking. The captain had given an order and the band was playing.

Captain Smith and Major Archibald Butt, military aide to the President of the United States, were among the coolest men on board. A number of steerage passengers were yelling and screaming and fighting to get to the boats. Officers drew guns and told them that if they moved towards the boats they would be shot dead. Major Butt had a gun in his hand and covered the men who tried to get to the boats.

"When the order to man the boats came, the captain whispered something to Major Butt. The two of them had become friends.

The captain and officers behaved with superb gallantry, and there was perfect order and discipline among those who were aboard, even after all hope had been abandoned for the salvation of the ship.

Murdock's last orders were to Quartermaster Moody and a few other petty officers who had taken their places in the rigid discipline of the ship and were lowering the boats. Captain Smith came up to him on the bridge several times and then rushed down again. They spoke to one another only in monosyllables. There were stories that Captain Smith, when he saw the ship actually going down, had committed suicide. There is no basis for such tales. The captain, according to the testimony of those who were near him almost until the last, was admirably cool. He carried a revolver in his hand, ready to use it on anyone who disobeyed orders. "I want every man to act like a man for manhood's sake," he said, "and if they don't, a bullet awaits the coward." With the revolver in his hand -- a fact that undoubtedly gave rise to the suicide theory -- the captain moved up and down the deck. He gave the order for each life-boat to make off and he remained until every boat was gone. Standing on the bridge he finally called out the order: "Each man save himself." At that moment all discipline fled. It was the last call of death. If there had been any hope among those on board before, the hope now had fled. The bearded admiral of the White Star Line fleet, with every life-saving device launched from the decks, was

returning to the deck to perform the sacred office of going down with his ship when a wave dashed over the side and tore him from the ladder. The Titanic was sinking rapidly by the head, with the twisting sidelong motion that was soon to aim her on her course two miles down. Murdock saw the skipper swept out; but did not move. Captain Smith was but one of a multitude of lost at that moment. Murdock may have known that the last desperate thought of the gray mariner was to get upon his bridge and die in command. That the old man could not have done this may have had something to do with Murdock's suicidal inspiration. Of that no man may say or safely guess. The wave that swept the skipper out bore him almost to the thwart of a crowded life-boat. Hands reached out, but he wrenched himself away, turned and swam back toward the ship. Some say that he said, "Good-bye, I'm going back to the ship." He disappeared for a moment, then reappeared where a rail was slipping under water. Cool and courageous to the end, loyal to his duty under the most difficult circumstances, he showed himself a noble captain, and he died a noble death.

Mellers, like Quartermaster Moody, said Captain Smith did not commit suicide. The captain jumped from the bridge, Mellers declares, and he heard him say to his officers and crew: "You have done your duty, boys. Now every man for himself." Mellers and Barkworth, who say their names have been spelled incorrectly in most of the lists of survivors, both declare there were three distinct explosions before the Titanic broke in two, and bow section first, and stern part last, settled with her human cargo into the sea.

"I was not far from where Captain Smith stood on the bridge, giving full orders to his men," said Mellers. "The brave old seaman was crying, but he had stuck heroically to the last. He did not shoot himself. He jumped from the bridge when he had done all he could. I heard his final instructions to his crew, and recall that his last words were: 'You have done your duty, boys. Now every man for himself.'

"The crash against the iceberg, which had been sighted at only a quarter mile distance, came almost simultaneously with the click of the levers operated from the bridge, which stopped the engines and closed the water-

tight doors. Captain Smith was on the bridge a moment later, summoning all on board to put on life preservers and ordering the life-boats lowered. "The first boats had more male passengers, as the men were the first to reach the deck. When the rush of frightened men and women and crying children to the decks began, the 'women first' rule was rigidly enforced. "Officers drew revolvers, but in most cases there was no use for them. Revolver shots heard shortly before the Titanic went down caused many rumors, one that Captain Smith had shot himself, another that First Officer Murdock had ended his life, but members of the crew discredit these rumors. "Captain Smith was last seen on the bridge just before the ship sank, leaping only after the decks had been washed away.

"I was standing by Phillips, the chief operator, telling him to go to bed, when the captain put his head in the cabin." "We've struck an iceberg,' the captain said, 'and I'm having an inspection made to tell what it has done for us. You better get ready to send out a call for assistance. But don't send it until I tell you.' "The captain went away and in ten minutes, I should estimate the time, he came back. We could hear a terrific confusion outside, but there was not the least thing to indicate that there was any trouble. The wireless was working perfectly. "Send the call for assistance,' ordered the captain, barely putting his head in the door." "What call shall I send?" Phillips asked." The regulation international call for help. Just that. "Then the captain was gone Phillips began to send 'C. Q. D.' He flashed away at it and we joked while he did so. All of us made light of the disaster. The Carpathia answered our signal. We told her our position and said we were sinking by the head. The operator went to tell the captain, and in five minutes returned and told us that the captain of the Carpathia, was putting about and heading for us. "Our captain had left us at this time and Phillips told me to run and tell him what the Carpathia had answered. I did so, and I went through an awful mass of people to his cabin. The decks were full of scrambling men and women. I saw no fighting, but I heard tell of it. "I came back and heard Phillips giving the Carpathia fuller directions. Phillips told me to put on my clothes. Until that moment I forgot that I was not dressed. "I went to my cabin and dressed. I brought an overcoat to Phillips. It was very cold. I slipped the overcoat upon him while he worked. "Every few minutes

Phillips would send me to the captain with little messages. They were merely telling how the Carpathia was coming our way and gave her speed. "I noticed as I came back from one trip that they were putting off women and children in life-boats. I noticed that the list forward was increasing. "Phillips told me the wireless was growing weaker. The captain came and told us our engine rooms were taking water and that the dynamos might not last much longer. We sent that word to the Carpathia. "I went out on deck and looked around. The water was pretty close up to the boat deck. There was a great scramble aft, and how poor Phillips worked through it right to the end I don't know. "He was a brave man. I learned to love him that night and I suddenly felt for him a great reverence to see him standing there sticking to his work while everybody else was raging about. I will never live to forget the work of Phillips for the last awful fifteen minutes. "I thought it was about time to look about and see if there was anything detached that would float. I remembered that every member of the crew had a special life belt and ought to know where it was. I remembered mine was under my bunk. I went and got it. Then I thought how cold the water was. "I remembered I had an extra jacket and a pair of boots, and I put them on. I saw Phillips standing out there still sending away, giving the Carpathia details of just how we were doing. "We picked up the Olympic and told her we were sinking by the head and were about all down. As Phillips was sending the message I strapped his life belt to his back. I had already put on his overcoat. Every minute was precious, so I helped him all I could. "From aft came the tunes of the band. It was a rag-time tune, I don't know what. Then there was 'Autumn.' Phillips ran aft and that was the last I ever saw of him. "I went to the place where I had seen a collapsible boat on the boat deck, and to my surprise I saw the boat and the men still trying to push it off. I guess there wasn't a sailor in the crowd. They couldn't do it. I went up to them and was just lending a hand when a large wave came awash of the deck. "The big wave carried the boat off. I had hold of a row-lock and I went off with it. The next I knew I was in the boat. "But that was not all. I was in the boat and the boat was upside down and I was under it. And I remember realizing I was wet through, and that whatever happened I must not breathe, for I was under water. "I knew I had to fight for it and I did. How I got out from under the boat I do not know, but I felt a breath of air at last "There were men all around me hundreds of them. The sea was dotted with them, all depending on their life belts. I felt I simply had to get

away from the ship. She was a beautiful sight then. "Smoke and sparks were rushing out of her funnel, and there must have been an explosion, but we had heard none. We only saw the big stream of sparks. The ship was gradually turning on her nose just like a duck does that goes down for a dive. I had one thing on my mind -- to get away from the suction. The band was still playing, and I guess they all went down. "They were playing 'Autumn' then. I swam with all my might. I suppose I was 150 feet away when the Titanic, on her nose, with her after quarter sticking straight up in the air, began to settle slowly. "When at last the waves washed over her rudder there wasn't the least bit of suction I could feel. She must have kept going just as slowly as she had been. "I forgot to mention that, besides the Olympic and Carpathia, we spoke some German boat, I don't know which, and told them how we were. We also spoke the Baltic. I remembered those things as I began to figure what ships would be coming toward us. "I felt, after a little while, like sinking. I was very cold. I saw a boat of some kind near me and put all my strength into an effort to swim to it. It was hard work. I was all done when a hand reached out from the boat and pulled me aboard. It was our same collapsible. "There was just room for me to roll on the edge. I lay there, not caring what happened. Somebody sat on my legs; they were wedged in between slats and were being wrenched. I had not the heart left to ask the man to move. It was a terrible sight all around -- men swimming and sinking. "I lay where I was, letting the man wrench my feet out of shape. Others came near. Nobody gave them a hand. The bottom-up boat already had more men than it would hold and it was sinking. "At first the larger waves splashed over my head and I had to breathe when I could. "Some splendid people saved us. They had a right-side-up boat, and it was full to its capacity. Yet they came to us and loaded us all into it. I saw some lights off in the distance and knew a steamship was coming to our aid. "I didn't care what happened. I just lay, and gasped when I could and felt the pain in my feet. At last the Carpathia was alongside and the people were being taken up a rope ladder. Our boat drew near, and one by one the men were taken off of it. "The way the band kept playing was a noble thing. I heard it first while we were working wireless, when there was a rag-time tune for us, and the last I saw of the band, when I was floating out in the sea, with my life belt on, it was still on deck playing 'Autumn.' How they ever did it I cannot imagine. "That and the way Phillips kept sending after

the captain told him his life was his own, and to look out for himself, are two things that stand out in my mind over all the rest."

IN the anxious hours of uncertainty, when the air cracked and flashed with the story of disaster, there was never doubt in the minds of men ashore about the master of the Titanic. Captain Smith would bring his ship into port if human power could mend the damage the sea had wrought, or if human power could not stay the disaster he would never come to port. There is something Calvinistic about such men of the old-sea breed. They go down with their ships, of their own choice. Into the last life-boat that was launched from the ship Captain Smith with his own hand lifted a small child into a seat beside its mother. As the gallant, officer performed his simple act of humanity several who were already in the boat tried to force the captain to join them, but he turned away resolutely toward the bridge. That act was significant. Courteous, kindly, of quiet demeanor and soft words, he was known and loved by thousands of travelers. When the English firm, A. Gibson & Co.<sup>9</sup> of Liverpool, purchased the American clipper, Senator Weber, in 1869, Captain Smith, then a boy, sailed on her. For seven years he was an apprentice on the Senator Weber, leaving that vessel to go to the Lizzie Fennell, a square rigger, as fourth officer. From there he went to the old Celtic of the White Star Line as fourth officer and in 1887 he became captain of that vessel. For a time he was in command of the freighters Cufic and Runic; then he became skipper of the old Adriatic. Subsequently he assumed command of the Celtic, Britannic, Coptic (which was in the Australian trade), Germanic, Baltic, Majestic, Olympic and Titanic, an illustrious list of vessels for one man to have commanded during his career. It was not easy to get Captain Smith to talk of his experiences. He had grown up in the service, was his comment, and it meant little to him that he had been transferred from a small vessel to a big ship and then to a bigger ship and finally to the biggest of them all. "One might think that a captain taken from a small ship and put on a big one might feel the transition," he once said. "Not at all. The skippers of the big vessels have grown up to them, year after year, through all these years. First there was the sailing vessel and then what we would now call small ships -- they were big in the days gone by -- and finally the giants to-day." Only once during all his long years of service was he in trouble, when the Olympic, of which he was in command, was rammed by the British cruiser

Hawke in the Solent on September 20, 1911. The Hawke came steaming out of Portsmouth and drew alongside the giantess. According to some of the passengers on the Olympic the Hawke swerved in the direction of the big liner and a moment later the bow of the Hawke was crunching steel plates in the starboard quarter of the Olympic, making a thirty-foot hole in her. She was several months in dry dock. The result of a naval court inquiry was to put all the blame for the collision on the Olympic. Captain Smith, in his testimony before the naval court, said that he was on the bridge when he saw the Hawke overhauling him. The Olympic began to draw ahead later or the Hawke drop astern, the captain did not know which. Then the cruiser turned very swiftly and struck the Olympic at right angles on the quarter. The pilot gave the signal for the Olympic to port, which was to minimize the force of the collision. The Olympic's engines had been stopped by order of the pilot. Up to the moment the Hawke swerved, Captain Smith said, he had no anxiety. The pilot, Bowyer, corroborated the testimony of Captain Smith. That the line did not believe Captain Smith was at fault, notwithstanding the verdict of the board of naval inquiry, was shown by his retention as the admiral of the White Star fleet and by his being given the command of the Titanic. Up to the time of the collision with the Hawke Captain Smith when asked by interviewers to describe his experiences at sea would say one word, "uneventful." Then he would add with a smile and a twinkle of his eyes: "Of course there have been winter gales and storms and fog and the like in the forty years I have been on the seas, but I have never been in an accident worth speaking of. In all my years at sea (he made this comment a few years ago) I have seen but one vessel in distress. That was a brig the crew of which was taken off in a boat by my third officer. I never saw a wreck. I never have been wrecked. I have never been in a predicament that threatened to end in disaster of any sort."

Once the interviewer stopped asking personal questions, Captain Smith would talk of the sea, of his love for it, how its appeal to him as a boy had never died. "The love of the ocean that took me to sea as a boy has never died." he once said. "When I see a vessel plunging up and down in the trough of the sea, fighting her way through and over great waves, and keeping her keel and going on and on -- the wonder of the thing fills me, how she can keep afloat and get safely to port. I have never outgrown the wild grandeur of the sea." When he was in command of the Adriatic, which

was built before the Olympic, Captain Smith said he did not believe a disaster with loss of life could happen to the Adriatic. "I cannot conceive of any vital disaster happening to the Adriatic," he said. "Modern shipbuilding has gone beyond that. There will be bigger boats. The depth of harbors seems to be the great drawback at present. I cannot say, of course, just what the limit will be, but the larger boat will surely come. But speed will not develop with size, so far as merchant men are concerned. "The traveling public prefers the large comfortable boat of average speed, and anyway that is the boat that pays. High speed eats up money mile by mile, and extreme high speed is suicidal. There will be high speed boats for use as transports and a wise government will assist steamship companies in paying for them, as the English Government is now doing in the cases of the Lusitania and Mauretania, twenty-five knot boats; but no steamship company will put them out merely as a commercial venture." Captain Smith believed the Titanic to be unsinkable. And though the ship turned out to be sinkable, the captain, by many acts of bravery in the face of death, proved that his courage was equal to any test. Captain Inman Sealby, commander of the steamer Republic, which was the first vessel to use the wireless telegraph to save her passengers in a collision, spoke highly of the commander of the wrecked Titanic, calling him one of the ablest seamen in the world. "I am sure that Captain Smith did everything in his power to save his passengers. The disaster is one about which he could have had no warning. Things may happen at sea that give no warning to ships' crews and commanders until the harm comes. I believe from what I read that the Titanic hit an iceberg and glanced off, but that the berg struck her from the bottom and tore a great hole." Many survivors have mentioned the captain's name and narrated some incident to bring out his courage and helpfulness in the emergency; but it was left to a fireman on board the Titanic to tell the story of his death and to record his last message. This man had gone down with the White Star giantess and was clinging to a piece of wreckage for about half an hour before he finally joined several members of the Titanic's company on the bottom of a boat which was floating about among other wreckage near the Titanic. Harry Senior, the fireman, with his eight or nine companions in distress, had just managed to get a firm hold in the upturned boat when they saw the Titanic rearing preparatory to her final plunge. At that moment, according to the fireman's story, Captain Smith jumped into the sea from the promenade deck of the

Titanic with a little girl clutched in his arms. It took only a few strokes to bring him to the upturned boat, where a dozen hands were stretched out to take the little child from his arms and drag him to a point of safety.

"Captain Smith was dragged onto the upturned boat," said the fireman.

"He had a life buoy and a life preserver. He clung there for a moment and then he slid off again. For a second time he was dragged from the icy water. Then he took off his life preserver, tossed the life buoy on the inky waters, and slipped into the water again with the words: "I will follow the ship."

Mr. Ismay Claims:

He laid the responsibility for the tragedy on Captain Smith. He expressed astonishment that his own conduct in the disaster had been made the subject of inquiry. He denied that he gave any order to Captain Smith. His position aboard was that of any other first cabin passenger, he insisted, and he was never consulted by the captain. He denied telling anyone that he wished the ship to make a speed record. He called attention to the routine clause in the instructions to White Star captains ordering them to think of safety at all times. He did not dine with the captain, he said, and when the ship struck the berg, he was not sitting with the captain in the saloon.

It was the opinion of General Greely, capable of judging after his many trips in quest of the pole, that neither Captain Smith nor any of his officers saw the giant iceberg which encompassed their ruin until they were right upon it. Then, the ship was plunging ahead at such frightful velocity that the Titanic was too close to avert striking the barrier lined up across its path.

"The captain ordered me to send a carpenter to sound the ship, but I found a carpenter coming up with the announcement that the ship was taking water. In the mail room I found mail sacks floating about while the clerks were at work. I went to the bridge and reported, and the captain ordered the life-boats to be made ready." Boxhall testified that at Captain Smith's orders he took word of the ship's position to the wireless operators.

Into the last life-boat that was launched from the ship Captain Smith with his own hand lifted a small child into a seat beside its mother. As the

gallant, officer performed his simple act of humanity several who were already in the boat tried to force the captain to join them, but he turned away resolutely toward the bridge. That act was significant. Courteous, kindly, of quiet demeanor and soft words, he was known and loved by thousands of travelers.



The Great Titanic Disaster by Thomas H Russell, A.M.,LL.D.

Excerpts about the Captain

Chapter VIII Heroism on the Titanic - And this of Captain Smith: "He swam to where a baby was drowning, carried it in his arms to a lifeboat, and swam back to his ship to die." And this, the command given by Captain Smith bringing order out of chaos: "Be British, my men."

Chapter XVIII Many Memorial for Titanic Tragedy - M.M. M angasarian spoke before the Independent Religious Society in the Studebaker Theater. He said in part: "'Noblesse Oblige' - that glorious humna precept was strictly observed by the splendid crew and passengers of the stricken Titanic. 'Be Britishers!' cried the veteren Captain Smith through a megaphone from his bridge. There is nothing more inspiring in any of the Bibles in the World, except it be the more universal and thrilling challenge, 'Be men!' The Titanic episode has vindicated human nature grandly. Jew and Christian and agnostic forgot race and religion to remember that they were men."

Chapter XIX Stories of the Rescued - George Broden of Los Angeles, Cal., an athlete and head of a cement manufacturing concern, who was rescued by the Carpathia, said: ... "Capt. Smith was washed from the bridge into the ocean. He

swam to where a baby was drowning and carried it in his arms while he swam to a lifeboat which was manned by officers of the Titanic. He surrendered the baby to them and swam back to the steamer. About the time Capt. Smith got back there was an explosion. The entire ship trembled. I had secured a life preserver and jumped over."

Chapter XIX Stories of the Rescued - Mrs. Alexander T. Compton and her daughter, Alice, of New Orleans, were completely prostrated over the loss of Mrs. Compton's son, Alexander, who went down with the big liner. "When we waved good-bye to my son," said Mrs. Compton, "we did not realize the great danger, but thought we were only being sent out in the boats as a precautionary measure. When Capt. Smith handed us life-preservers he said cheerily: 'They will keep you warm if you do not have to use them.' Then the crew began clearing the boats and putting the women into them. My daughter and I were lifted in the boat commanded by the fifth officer.

Chapter XXII Comments of the Press - The trouble now days is that people wish to go with a rush. Subway trains whiz along through the tunnel at top speed; automobiles dash through the streets at a speed of a mile in two minutes, and ocean liners tear through water, each striving to break a record. The Titanic was moving at a speed of twenty-one miles when she struck the iceberg which sent her down. So large and unwieldy was this ship that it could not be stopped inside of three miles. And yet it tore on through the night in the midst of ice fields. The passengers paid the penalty of speed. Not all the blame should rest on Captain Smith. It is not reasonable to suppose that he risked his own life, the safety of more than two thousand persons, and a valuable ship merely for the glory of making a record maiden trip. Not at all; Captain Smith went at high speed because everyone was in a hurry; because the persons on the vessel wished to get to New York as soon as possible. The speed was deadly; and there is a lesson in this awful shipwreck. Do not rush when rushing imperils life. -- Morning Telegraph, New York.

Chapter XXIX U.S. Senators Obtain Facts of Wreck - Lightoller said ... "When Capt. Smith came on the bridge at five minutes of 9, what was said?" "We talked together generally for twenty or twenty-five minutes about when we might expect to get to the ice fields. He left the bridge, I think, about twenty-five minutes after 9 o'clock, and during our talk he told me to keep the ship on its course, but that if I was the slightest degree doubtful as conditions developed to let him know at once."

...



This section is Excerpts from Dalbeattie Town History: William Murdoch

*(Views about the Captain are not the belief of Lady Kathleen, but the Original Sites beliefs)*

*(This is posted here to show all beliefs and views)*

Testimony at the British Inquiry revealed that the full crew was only taken aboard at Southampton, many men being unused to White Star procedures and receiving little training in their lifeboat duties. This lead to an unfamiliarity with the ship that hindered good intentions in a crisis. Captain Smith and Chief Officer Wilde only came aboard the ship within twenty-four hours of her departure, which may have left far too little time for them to become aware of the lesser points of the ship. Bartlett and Murdoch would probably have been a better team for the maiden voyage.

10th April : Departure at Noon :

Captain Edward John Smith finally arrived at 7:30 a.m. on the morning of the sailing, to meet his new officers and to receive the sailing report from Chief Officer Wilde. He will have remembered Murdoch and Lightoller from the 'Oceanic' and 'Adriatic', but the writer is not sure whether the other senior deck officers, - Pitman, Boxhall, Lowe and Moody, - were as well known to him. The old hands in the crew had become used to seeing and to referring to Murdoch as 'the Chief', and this would have been passed on to the new hands. In the same way as the shipbuilder Thomas Andrews, Murdoch was a general favorite and would have been seen around the ship in the previous week. Smith would have been respected, - possibly even feared for his authority, - so Wilde was in real danger of being seen as no more than an appendage of Smith's. This is probably unfair on Wilde, who would have been content to remain aboard 'Olympic' as Chief Officer under Captain Haddock.

11th April : Queenstown, and Departure for New York :

The speed of the new liners shows itself in the fact that 'Titanic' was to arrive at Queenstown in southern Ireland (now Eire) by 11:30 a.m. next day. Possibly troubled by the ship's handling in Southampton, Captain Smith took the opportunity to test the ship's maneuvering with some practice turns. The coal bunker fire had been discovered by now, and was being wetted-down and removed. Whether James Bruce Ismay had been discussing the events of the previous day with Smith is not certain, but he was certainly reported as discussing her speed later on.

April 14th 1912, 1:42 p.m.

The White Star liner 'Baltic' relayed warnings of icebergs and "large quantities of field ice" at 41 degrees and 51 minutes North latitude and 49 degrees and 52 minutes longitude. This is 250 nautical miles from the current position of 'Titanic', - about eleven hours' steaming time at 22 knots. Captain Smith was given the message, and Smith later handed it to James Bruce Ismay - who pocketed it for some hours.

According to Fourth Officer Boxhall, at 5:50 p.m. Captain Smith decided to 'turn the corner', changing course southwest towards New York, about three quarters of an hour earlier than usual, possibly to avoid the ice. But it is drifting south, and Smith did not make sufficient allowance for this, nor did he reduce speed.

7:30 p.m. Three radio messages are received from 'Californian' which is having difficulty passing through pack ice at 42 degrees 3 minutes North latitude and 49 degrees 9 minutes West longitude. The messages are delivered to the bridge. Captain Smith is attending a party in the First Class Saloon (but he does not become drunk). The edge of the ice field would then be less than 50 miles away.

8:55 to 9:20 p.m. Captain Smith arrives on bridge before turning in for the night, to spend time discussing sea conditions with Lightoller. The weather is unusually calm and clear, Lightoller claims that he discussed iceberg visibility, as a large iceberg was detected more by the surf at its water-line than by light reflected from its upper parts. A moonless night, but clear and stars very visible. Lightoller mistakes the ice-blink of light on ice for stars setting on the horizon, as is revealed by his testimony at the Inquiries. The

ship must already be amongst smaller ice floes. Smith leaves orders for him to be roused "if it becomes at all doubtful".

9:40 p.m. 'Mesaba' radios warnings of 'heavy pack ice and icebergs' in a zone between 42 degrees and 41 degrees 25 minutes North latitude, and 49 degrees and 50 degrees 30 minutes West longitude. The message is placed in a tray and overlooked under the pressure of other radio traffic. There is an ice-field about 80 miles long ahead of 'Titanic', and Lightoller has not been passed the information. In a 1936 BBC radio interview, Lightoller claimed that he would have halved the speed of the ship and notified Captain Smith, had he received the 'Mesaba' message. Captain Smith might have had extra evidence to show Ismay, or, conversely, he might have resumed the previous speed. It is very important to recognise the strength of authority that both Ismay and Smith had aboard ship.

11:41 p.m. Captain Smith comes onto the bridge to find out what is going on, whilst the iceberg is moving past the ship. According to Boxhall, Smith says, "What have we struck?" Murdoch replies "We have struck an iceberg." He added. "I put her hard a-starboard and ran the engines full astern, but it was too close; she hit it. I intended to [steer to] port around it, but she hit before I could do any more." Smith may have said "Are the watertight doors closed?" as Murdoch said "The watertight doors are closed, sir." Smith also asked if Murdoch had rung the warning bell, and Murdoch replied "Yes, sir." Elizabeth Gibbons surmises that the Captain put the ship telegraphs to 'Half Ahead', then to 'Stop', to avoid reversing into the iceberg and bring the ship to a halt. It is possible that Murdoch himself would have done this.

12:00 Midnight Mail Room in fourth watertight compartment is awash, the bags floating. Approximately 24 feet above the keel. The foreholds (1, 2 and 3) are all flooding rapidly. Smith is told by Andrews that the flooding of six compartments will infallibly sink the ship within one to one and a half hours. This is because the bulkheads and decks cannot contain the flooding, and that it will spill over the bulkheads into undamaged sections. Radio operators ordered by Captain Smith to send 'CQD' - 'All Stations, Distress' - the old warning signal. The estimated position (calculated by Fourth Officer Boxhall) is 41 degrees 46 minutes North latitude, 50 degrees 14 minutes West longitude. Reluctantly, Smith has to consider lowering the lifeboats, but hopes a ship will be near enough to reach 'Titanic' before she goes down.

12:25 a.m. Smith gives the order to load the lifeboats, "Women and children, first." This is to be interpreted in different ways on the port and starboard sides of the ship.

12:45 a.m. Port Lifeboat No. 4 is the first launched on that side. This is after Wilde tells Lightoller "No, wait," and Lightoller appeals to Smith, who says "Yes, swing out," whilst Wilde says nothing. Captain Smith thus destroyed the remaining authority of his Chief Officer in a few words. No. 4 is lowered to A-Deck level, Wilde still reluctant to load, so Lightoller again goes to Smith, who says "Yes, - put the women and children in, and lower away."

Personal Conclusions on the 'Titanic' and the Disaster :

The Conduct of Smith :

Captain Smith was clearly vulnerable, on the age of retirement and aware of his recent accident record.

Captain Smith did set the course and the speed. Captain Smith was not on the bridge in that most dangerous phase of the voyage, leaving everything to his third-in-command who had limited options in a crisis. Captain Smith was therefore directly responsible in causing the collision, which makes his Lichfield statue a very debatable memorial.

As was shown by the maneuvering of 'Olympic' by Captain (later Commodore) Bertram Hayes, and the competent evacuation of 'Britannic' by Captain (Marine Superintendent) Bartlett, there existed in the White Star Line some highly-trained and highly-skilled Captains. It is the belief of the writer that either of these Captains would have shown better judgement than had Captain Edward Smith. They, too, might have placated Ismay with a high-speed dash to New York once clear of the ice fields.

There is other evidence that Captain Smith was losing control, in particular the lack of control he had over his deck officers. The punctilious Lightoller interpreted 'Women and children first' to mean 'Women and children ONLY', so many port-side boats left part-filled. Murdoch moved as many women and children as were immediately available into the boats, before letting some men aboard. Furthermore, Lowe and Moody were left to decide for themselves just who was going to enter a lifeboat, and Lightoller

swore at Wilde when told to leave in a lifeboat. Murdoch was obeyed when he ordered Pitman into a lifeboat, by contrast. Amongst the officers, their actions show how they allocated obedience, respect, - and, just possibly, blame. Other than surges of energy, when they tried to make their presence felt, Smith and his Chief Officer Wilde seem to have made little contribution. The radio operators were being visited by Smith, possibly now aware of their value; they did not close down at his orders, but when they could no longer operate their sets.

### Captain/Master :

Supreme authority, naval or civil. Responsible for the safe navigation of the ship, for the proper efficiency of his junior officers and of his entire crew, and for the comfort and happiness of his passengers. The term 'Master' or 'Master Mariner' refers to a seaman who has his Master's 'Ticket' (Certificate) and has held command of a ship. Captain Bartlett was in charge of 'Titanic' during sea trials and as far as the journey down to Southampton. Captain Edward J. Smith, who took over then, had a reputation for being popular with his passengers. He set the course and decided upon the speed. Drowned when the ship went down.

### Captain Edward John Smith and the 'Olympic'

Captain Smith had joined the White Star Line in 1882, after a career in sailing ships, and his reputation and luck in fast sailing was to remain largely unblemished until 1911. The maiden voyage of the 'Olympic' began on 31st May 1911, and was successfully completed in under the scheduled time. From a remark of Smith that he knew she was able to do 24 knots, he must have driven her at that speed for at least part of the voyage. Company policy was for moderate speed and maximum comfort, but Smith seems to have been a bit like a young man with a new sports car, with no police in sight. Naturally, his passengers liked an early arrival, which may account for part of some preferring to sail aboard liners he commanded. However, his luck and judgement were starting to desert that ageing seaman, and his last year and a half were marked with a series of embarrassing collisions. The first collision involved the 'Olympic' and the light cruiser 'HMS Hawke'. That accident put 'Olympic' into the Harland and Wolff yard in Belfast for repairs, delaying the fitting out of the 'Titanic'. The second accident occurred when Smith took the repaired 'Olympic' over a submerged wreck off the American coast, and broke a propeller blade. Back to Belfast yet

again, with Smith maybe well aware that his retirement would be that year. He was under pressure to redeem his reputation in the face of losses to White Star, a factor which may explain his subsequent actions.

## **Captain Edward John Smith's Daughter, Helen Melville Russell-Cooke**

This is my personal collection of facts, tid bits, stories and such about the Captain's Family or relating to the Captain's Family.

There is an Article Written by John Pladdys.  
It is written about **Helen Melville Russell-Cooke**.  
This is the Captain's Daughter.  
This article tells about the life and death of "Mel".  
It talks about her twin children, **Simon and Priscilla**.

It has some wonderful pictures and comments by the author.

At the beginning of the article it talks about a grave in the middle of Brookwood, which is in just south of London. This grave does not seem as if it belongs in the middle of the Cooke family graves. That is because it is the grave of Eleanor Smith, the wife of the Captain. Helen was married to one of the Cooke's and her mother was buried beside her. It also told about the Cooke family being barristers and how Sidney (Helen's husband) and Helen were destined for each other. It said they were married in a church called St. Mary's, in Mayfield and that they could be found back then in a place called "BellCroth" and that was where the twins were born.

The Article is a sad one, as it tells of all Mel's misfortunes after the death of her father, Captain Smith. Her Children, Husband and Mother died before she died. She died alone in at her house where she was found by a neighbor. I only wish I had known what I know now about my relative Mel, as on the date she died, I was in fact in living in England near Oxford. Of course I was only a teenager at the time and the past did not mean as much to me then as it does now. But if I had known where she lived back then, I could have visited with her before she died.

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If you would like to see this article, it has come to my attention that the article can be found in a back issue of the Titanic Commutator that the Titanic Historical Society has put out. These back issues can still be obtained. THS

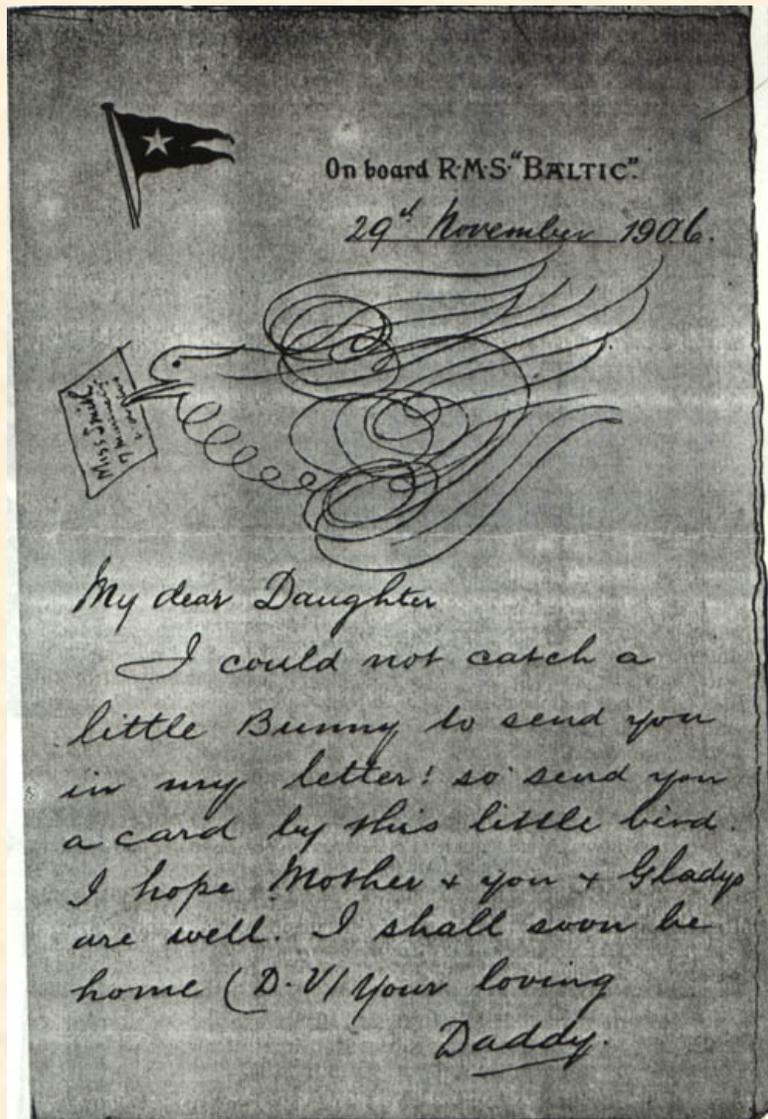
Re: Helen Melville daughter of Captain Edward John Smith.

Prior to her marriage to Russel-Cooke I believe she was married to Captain John Gilbertson of Liverpool England. John Gilbertson (my "Uncle Jack") died soon after their wedding (possibly

less than a year) of black water fever on a voyage home from India on board his first command a ship called the Morazan of the Bibby Line. At the time of his death Captain Gilbertson was the youngest captain in the British Merchant Navy. Another sad story. It is little wonder she later said she was afraid to form close relationships because they seemed destined to end in tragedy!!

My mother told me this story. She was my uncle Jack's sister, and I have a picture of Helen and my uncle taken soon after their wedding. Unfortunately all my family has passed away now except for my wife and three daughters so there is no one left to get further information from here. If you can shed more light on this story I would appreciate it.

Best regards,  
John E. Smith  
16 Ascot Court,  
Fredericton NB, E3B 6C4  
Canada



No. 144 Squadron,  
R.A.F. Station,  
Wink,  
Gaitings,  
Colchester.

24th March, 1944.

Dear *Mrs Cooke*,

It is with the deepest regret that I have to confirm the telegram of today's date informing you that your son Simon is missing as the result of air operations on the 23rd, March, 1944.

He was the pilot of an aircraft taking part in a successful operation against enemy shipping off the Norwegian Coast and was last seen to press home his attack in spite of fairly accurate flak. After dropping his torpedo it was observed that one of his engines had been hit and the aircraft crashed into the sea.

There is always a faint chance that he and his Navigator F/Sgt. J.E. Beaman may have escaped from the crash and been picked up by one of the ships. We can only hope that this is so, but I am afraid the possibilities are not too good.

Your son since he joined the Squadron has gradually established himself to be one of the best and most reliable pilots and at the same time he has never allowed his work to finish in the air, but has shown himself to be very capable in carrying out the various ground duties associated with the work of the Squadron. On and off duty he was always popular with all ranks, and altogether his loss will leave a gap in the Squadron which will be very difficult to fill.

Simon's personal effects are being forwarded to the Committee of Adjustment who deal with these matters and should you wish to write them the address is as follows:-

Central Depository,  
Committee of Adjustment,  
Royal Air Force,  
Colnbrook,  
Slough, Bucks.

It is desired to explain that the request in the telegram notifying you of the casualty to your son was included with the object of avoiding his chance of escape being prejudiced by undue publicity in case he was still at large. This is not to say that any information about him is available, but is a precaution adopted in the case of all personnel reported missing.

On behalf of the Squadron and myself please accept our deepest sympathy in your great loss.

If there is anything further you wish to know, or if we can help you in any way please, let me know.

Yours sincerely,  
*D. S. Lumsden*  
Wing Commander,  
Commanding No. 144 Squadron,  
ROYAL AIR FORCE

Mrs. Russell Cooke,  
"Pratts"  
Leafield.

POST CARD  
THE ADDRESS TO BE WRITTEN ON THIS SIDE



From MRS. S. RUSSELL COOKE, Frodo, Lechliff, Oxon.  
Tel. 090 07 943

Edward S. Kau  
258 - OAK Str  
Indian Orchard

22.6.71

U.S.A. - Massachusetts Edward John Smith had no  
brother - he was an only child

MRS.

