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IN ONE EAR • ELLEDA WILSON

'EPITOME OF SECURITY'



With the 110th anniversary of the sinking of the Titanic upon us on Friday, the Henry Aldridge & Son Ltd. auction house in London is holding yet another sale of shipping memorabilia on April 23, including some gems from the Titanic.

The item attracting the most publicity is the "Original White Star Line Olympic & Titanic Brochure of Accommodations and Arrangements," touted as "one of the finest examples known of the rarest Titanic brochure." It's expected to fetch from \$5,200 to \$7,800.

"There are no more than a handful of these in existence," Andrew Aldridge told DailyMail.com. "It is more of a promotional brochure that was aimed at wealthy prospective passengers ..."

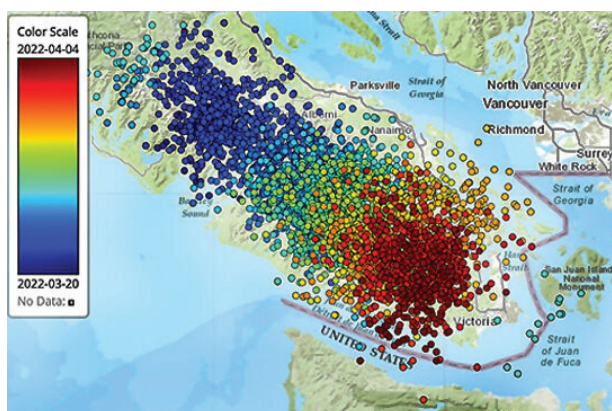
Published in May 1911, the 72-page pamphlet features many of the ships' technical details, along with about 50 illustrations of the they-thought-of-everything amenities and accommodations; the cover is shown, courtesy of Aldridge's.

The Titanic and her sister ship, the Olympic, were built side by side, starting in 1908, and their main selling points were that they were the largest, and most luxurious, passenger ships ever built.

Ironically, the pamphlet also describes the Titanic as being "the epitome of security," and we all know how well that turned out, with too few lifeboats, and a death toll of over 1,500. Of course, speeding through a known ice field didn't help matters.

"Had the disaster happened today," the Daily Mail opined, "the company would have been charged with corporate manslaughter." No doubt.

TINY TREMORS



Starting on March 20, on Vancouver Island, in the Canadian province of British Columbia, there were episodic tremor and slip events occurring on the Cascadia Subduction Zone the TimesColonist.com reports.

Residents couldn't feel it, but as of early April, more than 4,200 "tiny tremors" were recorded between 15 and 25 miles below the surface. "On the instruments they look like series of a trains rolling by," John Cassidy, a Canadian earthquake seismologist, said. He also noted that these events happen for a few weeks about every 15 months, during which time the subduction zone slippage is about the size of five stacked dimes.

These episodes actually add a bit of stress to the locked portion of the subduction zone, and could trigger an earthquake when the stress is already at a critical level. All the same, these tremors help "us form an understanding of the subduction, and where earthquakes are likely to occur and release energy," Cassidy said, "... but where, and how big, we can't predict." (Image: Pacific Northwest Seismic Network)

BEACH FIND 'BEGGARS BELIEF'



Found rerun: What is believed to be the oldest known message in a bottle, dated June 12, 1886, was found on a beach in Wedge Island, Australia, by Tonya Illman, the Western Australian Museum reports.

The bottle was open, and had sand in it, along with a message in German that was rolled up and tied with string. The museum authenticated the note, which details the route of the ship Paula while studying ocean currents. It's estimated the message probably made landfall within a year.

"To think this bottle has not been touched for nearly 132 years and is in perfect condition, despite the elements, beggars belief," Illman said. "I'm still shaking." (*In One Ear*, 3/9/18) (Images: Western Australian Museum.)

DYNASTY DYNAMICS



When the news hit on April 16, 1912, that the Titanic actually sank after hitting the iceberg the previous day, one of the headlines in The Morning Oregonian focused solely on the extraordinary wealth of some of the first class passengers.

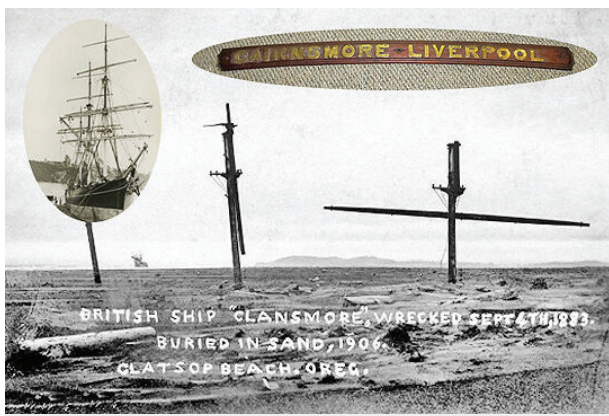
At the top of the list was Col. John Jacob "Jack" Astor IV, great-grandson of Astoria's namesake, worth an estimated \$87 million (\$2.5 billion now). He was honeymooning with his pregnant second wife, Madeline, when he went down with the ship. His body was recovered, and buried at Trinity Church Cemetery in New York.

Astor left Madeline the annual income from a \$5 million trust and several other perks, plus an annual payment of \$500,000 until she remarried. She married twice more, had two more sons, and died at 46 in 1940.

A fund of \$3 million was left for his unborn child, John Jacob "Jakey" Astor VI, who was born Aug. 14, 1912, but wouldn't inherit until he was 21.

William Vincent Astor, known as Vincent, inherited the Astor fortune. Even though he was Jakey's older half-brother, he loathed Jakey and his playboy lifestyle, and didn't even consider him an Astor. As a result, he left Jakey nothing of their father's enormous estate when he died in 1959.

Jakey sued, but settled for \$250,000 (about \$2.4 million now). He married four times, had a son and a daughter, and died in 1992, at the age of 79. He was buried with his parents.



'CAIRNSMORE LIVERPOOL'

The three-masted British bark Cairnsmore wrecked on Clatsop Beach in September 1883; Brian Medlock has owned a ship's board saying "Cairnsmore Liverpool" for about seven years now.

"I purchased it at a Goodwill that is now closed," he explained. "I saw it rolling out on the cart, and I grabbed it before it ever hit the shelf. It looked old and special, and it had a tiny little note taped to the back that said the ship's information about the wreck, and that all men had been saved. The little note unfortunately has since fallen off somewhere, and lost.

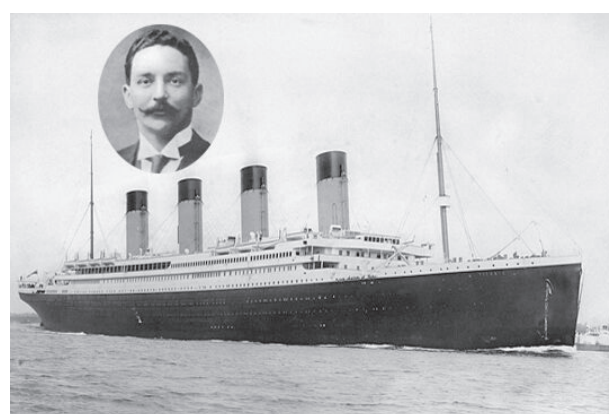
"However the sign has been admired, and thought to be real, by several people who have looked at it. The last person was David Harper, BBC antiques appraiser, whom I sent some photos to. He believes it is real and not a reproduction. The value, he says, is in the interest/history of the piece ...

"The ship/barque is buried forever there in the Clatsop sands ... I thought maybe an article (about the board) would bring more interest, conversation, knowledge and excitement about this little piece of Oregon history. The sign measures just shy of 4 feet long, and is about 4 inches wide, dark wood, with little hand cut and nailed-in brass letters, and looks like over a 100 years of patina.

"I think it may have been from the lifeboat the men were saved from, or maybe above the captain's cabin, or over the steering wheel area. The area of the ship, or what it came off of, is still needing to be pinned down exactly ... I have done so much research, and not come up with much."

Any ideas of what part of the ship this board could have come from? If so, please email the Ear at ewilson@dailyastorian.com or leave a message at 971-704-1718.

MISFORTUNES



Other millionaires aboard for the Titanic's heralded maiden voyage were also mentioned in The Morning Oregonian. One was Benjamin Guggenheim of the American Smelting Securities Co., founded by his father, Meyer. His brother, Solomon, founded the Guggenheim Museum in New York. John B. Thayer, vice president of the Pennsylvania Railroad, also died in the tragedy.

Col. Washington Roebling, builder of the Brooklyn Bridge was also on the Titanic, along with Isadore Strauss, co-owner of Macy's department store with his brother, Nathan. Strauss' wife, Rosalie, chose to stay with him instead of getting into a lifeboat with the other women; they stayed together in deck chairs while the ship sank. Both perished; only his body was found.

Probably the most controversial millionaire aboard the ship was Joseph Bruce Ismay (inset), managing director of the White Star Line, which built the Titanic. He survived the disaster by jumping into the last lifeboat after helping women into the other lifeboats for an hour.

Although Ismay was later cleared of any wrongdoing, he never overcame the public shaming he endured for abandoning the ship, or for being part of the Titanic's creation. He was even blamed, albeit wrongfully, for being part of her demise.

BUDDING BIOLOGIST



Walking along the beach Ava Miler, visiting from Spokane, Washington, came across a unique deep sea creature struggling in the wet sand, a longnose lancetfish!" Tiffany Boothe of the Seaside Aquarium wrote.

"This 5-foot long fish resembles a barracuda, with its long body and sharp fang-like teeth, but this did not deter Ava from trying to save it. Ava bravely walked up to the fierce-looking fish and, without hesitation, picked it up and returned it to the sea.

"Unfortunately, the fish came back to shore. It had suffered an injury, most likely from another lancetfish, while engaged in a feeding frenzy. The large gash near the fish's gills was life threatening, and the fish eventually died.

Ava and her family went to the aquarium with photos of their adventure to share with the staff, who wanted to find and study the fish. "Ava readily showed us where the fish was," Tiffany recalled, "and once she heard the word dissection, she only had one question, 'Can I watch?'"

"While the dissection did not yield much, we did discover a squid tentacle and a whole stickleback (fish). It was also an experience that Ava will not soon forget."

"I was so impressed with Ava," Tiffany added. "Not only did this budding biologist try to save a fish that even I would be hesitant to pick up while still alive, she was more excited about the opportunity to learn about it, and the chance to get her hands dirty." (Photos: Erik Miler.)

POT AND KETTLE



From The Daily Morning Astorian, April 15, 1887: • Fearful depravity in Portland: This sailor stealing business has been long carried on, and has about outlived itself. In many instances, boarding house keepers supply sailors, steal them before the vessel leaves, and reship them again and again, realizing profit many times. In fact, a system of the most fraudulent character has been carried on.

Note: Talk about the pot calling the kettle black. Astoria was a hotbed of shanghaiing sailors with its own crimps (kidnappers), bar-room trap doors and underground tunnels. According to a letter from one victim, Darius Norris, who wound up penniless in London after being abducted and forced into unpaid service on a ship, he had been shanghaiing in Astoria by none other than the city's police chief.