

GLOUCESTER TITANIC CONNECTIONS



EWART SYDENHAM BURR FIRST CLASS SALOON STEWARD

Ewart Sydenham Burr was born in Gloucester, Gloucestershire, England on 13 July 1883. He was the son of Francis Harry Burr, an oil and coalman, and Catherine Anne Maria Sydenham. His father and mother were from Banbury, Oxfordshire and Clifton, Bristol, respectively and had married in Gloucestershire in 1881. Ewart was one of six children, his siblings being: Reginald Francis, Cecil Hall, Harold Percy, Amy Gladys and Clarence Douglas.

Ewart first appears on the 1891 census and at that time he and his family were living at 137 Westgate Street in Gloucester, Gloucestershire. The family relocated to Scotland and show up on the 1901 census living at 154 Nithsdale Road, Pollockshields, Glasgow where his father was by then described

Pictured: Ewart Sydenham Burr. Credit: Gavin Bell.

as a branch manager in a photography store whilst Ewart, then aged 17, was described as a hosier's assistant. He may have left this profession behind soon after and possibly spent time living in Canada around 1903. Also around that time his family left Scotland and settled in Southampton, Hampshire.

Ewart was married in Southampton in 1910 to Ethel Alice Amelia Burr in Southampton, daughter of Frank and Alice Burr. The couple had one son, Cecil Ewart who was born on 5th December 1910.

Ewart, his wife and son lived at 142 Millbrook Road, Freemantle, Southampton, the home of his wife's uncle, Christopher Phillisbrook and his family, Burr was described at that time as an assurance agent.

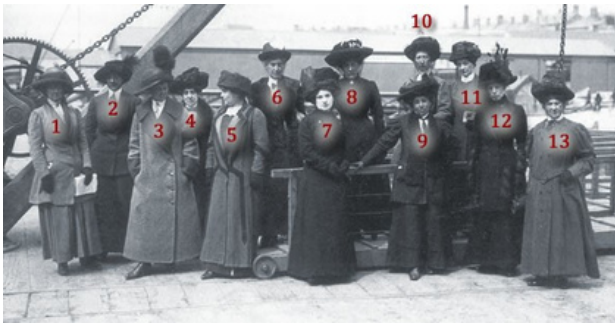
When he signed-on to the Titanic, on 4th April 1912, Burr gave his address as 48 Above Bar, Southampton, the home address of his mother and father, although he is believed to have lived at 34 Victoria Road in Southampton with his wife and son. His previous ship had been the White Star Liner Oceanic, and as a first class steward he received monthly wages of £3 15s.

He wrote a letter to his wife which he posted when the Titanic arrived in Queenstown on 11th April 1912. In his letter he describes working in the first class saloon and serving at the table of the Countess of Rothes.

Ewart Burr died in the sinking and his body, if recovered, was never identified. Ethel Burr received word of his death by telegram on 19th April: *'Much Regret Burr Not Saved'*

Ewart's widow Ethel never remarried and remained in Southampton, later working as a cashier and living with her elderly mother on Portsmouth Road. In her advanced years she moved to the Calmore area of the city where she remained for the rest of her life. Ethel died on 4th January 1983 aged 97, having been a widow for over seventy years.

Ewart's son Cecil later worked as an electrician, in 1939 he married Gwendoline Sandy, and raised a family, living in Hampshire for the remainder of his life where he passed away in 1996.



Pictured: The thirteen surviving stewardesses of the Titanic disaster, one of which is Kate Smith.

MISS KATE ELIZABETH SMITH STEWARDESS

Miss Kate Elizabeth Smith was born in 1866, in Bredon, a village near the Worcestershire-Gloucestershire borders in England.

She was the daughter of Charles William Smith, a solicitor's clerk, and his wife Harriett, who both hailed from Gloucestershire and who had married

in Bristol on 23 September 1863. She had two siblings: Emily Jane and Charles Henry.

The 1881 census shows Kate and her family living at Pitchcombe, Brookthorpe, Gloucestershire and they would be in the same address by the time of the 1891 census. Her father died on 8 July 1897 aged 69 whilst they were residents of 2 Fair View Villas on Bath Road in Stroud.

Kate, her mother and brother were listed on the 1901 census living at Slad Road, Stroud, Gloucestershire, her profession was not stated but what is known is that she had already commenced a career at sea. Her first sea voyage was in 1893 when she was a passenger on the Vancouver of the Dominion Line, and where she was in charge of immigrant children en route to Canada who were under the care of Painswick, Gloucestershire philanthropist Harriett Wemyss. Miss Smith found that voyage so agreeable that she decided to commence her own career at sea and joined the Cunard line shortly after.

Kate was shown on numerous voyages aboard Cunard's Lucania, between April 1898 and June 1899 when she was earning £4 per month as a stewardess and for the most part gave her address as 104 Upper Hill Street. By June 1900 she was a stewardess aboard Ivernia and gave her address as Hawthorne Villa, Slad Road, Stroud.

Miss Smith's stint with Cunard was followed by working for the American Steamship Company and the White Star Line. Among the estimated sixteen vessels Miss Smith served aboard up to 1912 were: Servia, Umbria, Lucania, Ivernia, St Louis, St Paul and the Olympic.

A veteran of sea disasters, Kate was aboard Olympic at the time of its collision with the HMS Hawke in 1911, reportedly only leaving the area of damage minutes before impact. On 25th April 1908, she was aboard the St Paul when, in adverse weather conditions, she collided with HMS Gladiator, a Royal Navy cruiser.

Kate would be absent from the 1911 census but her married brother Charles and his wife, Edith were listed as living at 55 Slad Road, Stroud with their widowed mother Harriett and he was described as a post office clerk.

When she signed on to the Titanic, on 6th April 1912, Kate gave her address as Balmoral, Cebbett Road, Southampton. Her previous ship had been the Olympic and as a stewardess she received monthly wages of £3, 10s. It appears that whilst aboard she shared a cabin with stewardess Alice Prichard.

Kate was rescued but it is not currently known in which lifeboat, in an interview conducted with Miss Smith and Mrs Prichard points to them being rescued together. Mrs M. Prichard and Miss Kate Smith, two of the Titanic's stewardesses who have been rescued, describing the scene of the wreck said:

"We had retired when the crash came, and did not believe there was any trouble." Miss Smith added: "Some of us returned to bed, but were soon aroused by a second call of danger. We were fairly hurled into the lifeboats and rowed away. What followed was the most horrible sight I have ever witness. There were women and children screaming for help. The water was filled with human beings, and the deck was covered with persons bravely facing their end." - The Evening Chronicle, 20th April 1912.

Her brother Charles, known as Harry, received a telegram confirming her survival on 19th April 1912.

Kate returned to working at sea and up until April 1914 had been a stewardess aboard Olympic when she was suspended for "a slight breach of the regulations". Expecting to return to work aboard Olympic, in June 1914 Kate found herself before the magistrate court, accused of stealing a £5 note from a Mrs Prangnell, a shopkeeper from Eastleigh. For this offence she was placed on probation for six months.

On 18th December 1914, Miss Smith arrived in New York via Liverpool aboard Cameronia; this time travelling as a passenger she stated no profession and gave her age as 39 and listed her next of kin as her brother Harry. She made her way to 72 West 124th Street, New York, where she was described as standing at 5' 6" and with brown hair and eyes, and a dark complexion. She eventually returned to England and continued working at sea for a period, up until the early 1920s.

Kate's activities in the following years remain obscure, she and her sister Emily were still active in July 1932 when they were mourners at the funeral of their brother Charles. Their mother lived to the grand age of 94 and died in September 1934.

Whilst Kate's later movements are ambiguous, there are indications she remained in Stroud for a period, she apparently spent her final days at The Elms, a workhouse on Swindon Road in Cheltenham.

Kate Elizabeth Smith, a late resident of The Elms, died aged 81 on 26th September 1947. She was interred on 1st October 1947, at St. John the Baptist Church graveyard in Pitchcombe, Gloucester, in a family grave where her parents are also buried. She is commemorated on their headstone.



Pictured: The grave and kerb stone of Kate Elizabeth Smith (1866 – 1947) in Pitchcombe churchyard.



FRANCIS WILLIAM SOMERTON

THIRD CLASS PASSENGER

Mr Francis William Somerton, known as Frank, was born at Tewkesbury Road in Cheltenham, Gloucestershire, England on 22nd June 1881. He was the son of William Henry Somerton a gasworks clerk, and Hannah Soanes. He had three siblings: Annie Helena, Henrietta Susan and James Frederick.

In the months prior to Frank's birth his family appeared on the 1881 census living within the Gas Works in Cheltenham. When he finally appears on the 1891 census the family were by then living at Gloucester Road, Cheltenham. Francis was educated at Christ Church schools and afterwards went through a course of training as an engineer at Whitehead's Torpedo School near Weymouth. He appears on the 1901 census as a boarder at 1 West Bay House, Wyke Regis, Dorset and he is described as an unmarried engineer's fitter.

Pictured: Francis William Somerton.
Credit: Gloucestershire Archives.

He first emigrated to the USA in April 1902 aboard the St. Louis and returned home shortly after for a visit. In November 1904 he returned to the USA aboard the Oceanic, destined to the home of a friend in New York City. By 31st May 1906, he was a resident of 202 Campbell Avenue in Schenectady, New York which was when he applied for US citizenship.

He became a US citizen on 10th January 1910, and went on to make his home in Canastota, New York where he worked as a machinist at Marvin & Casler's, making many friends and acquaintances. He later married a woman named Mae Fryer.

Frank and his wife returned to Britain aboard the Lusitania, arriving in Britain on 23rd December 1911. In January 1912 he was one of the guests at Christ Church Old Boys Dinner. For a short time he took a job in Rugby, first at the B.T.H. Works, and then at Messrs. Willans and Robinson's, but the works were closed down on account of the coal strikes, so he accepted an offer from the American firm by whom he was formerly employed, and was on his way to take up his duties again in Canastota when he booked passage on the Titanic.

Somerton boarded the ship at Southampton as a third-class passenger (ticket number 18509, which cost £8, 1s), intending to resume his duties at Marvin & Casler's in Canastota on 22 April. Sadly he was lost in the sinking, his estate, valued at £5, was administered to his widow Mae on 29th March 1913. Mae possibly remarried within a few years after the loss of her husband but her further whereabouts are unclear.

His father died on 22nd August 1913, and his mother on 9th January 1938. Francis is remembered on their headstone in Holy Trinity Cemetery, Devon.

ARTHUR HENRY DERRETT

IRST CLASS SALOON STEWARD

Arthur Henry Derrett was born in Wotton-under-Edge, Gloucestershire, England in 1883.

He was the son of Henry Thomas Derrett and Louisa Gazard, both natives of Gloucestershire who had married in 1881. His father worked as a general labourer but later became a newsagent.

Arthur had three siblings, two of whom are known: Ernest John, Lucy Louisa and Annie. Arthur and his family appear on the 1891 census living in Holywell, Wotton-under-Edge but would have moved to Pounds Ground in Wotton by the time of the 1901 census, although Arthur is absent, by now working in London, and his father is now a widower, his mother having died in 1896 aged 31. Arthur had been educated at the Blue Coat School before he became a servant at Boxwell Court in Leighterton, Gloucestershire, a post he held for only a short while before he commenced a career at sea with P&O before joining the White Star Line. He would be aboard the Olympic at the time of the collision with HMS Hawke.

He would be absent from the 1911 census but his father, now a jobbing gardener, was listed as living at The Rope Walk in Wotton. Arthur initially signed-on to the Titanic in Belfast on Monday 1st April, for her delivery trip to Southampton. When he signed-on again on 4th April 1912, he gave his address as "Lyndon", Hillside Avenue, Southampton. His last ship had been the Olympic, and as a saloon steward he received monthly wages of £3, 15s.

Derrett died in the sinking. His body, if recovered, was never identified. Local press at the time reported that he was engaged to be married although the identity of his fiancée is unknown.

His father is believed to have died in the 1940s.



Pictured: Grave of Thomas James Everett.

THOMAS JAMES EVERETT

THIRD CLASS PASSENGER

Mr Thomas Joseph Everett was born in Bedminster, Bristol, Gloucestershire, England in 1874. He was the son of Thomas Everett, a mariner, and Sarah Margrate. Both his parents were from Westbury-on-Severn, Gloucestershire. He is not known to have had any siblings and his mother is believed to have passed away in 1879, his father remarrying two years later to Maria Vickery, from Bristol.

Thomas first appears on the 1881 census when he was living at Flat House, Gloucester Road in Westbury-on-Severn, Gloucestershire with his grandmother, Elizabeth Everett, née Bozworth. His grandfather Joseph Everett, born in Westbury, Gloucestershire, was a barge master and commanded several of his sons as mates or cabin boys, Thomas' father included. By the age of 16 when Thomas appeared on the 1891 census he was under the command of his father Thomas and described as an in an unidentified vessel. He would later work as a dock labourer.

Thomas was married on 3 April 1899 in St Agnes' Church, Bristol to Fanny Louisa Chandler, a native of Westbury-on-Trym, Gloucestershire, and the daughter of a mason. The couple had a son, Harry Albert Charles, but would sadly lose another child during infancy.

The family appeared on the 1901 census living at 39 James Street, Bristol and on the 1911 census at 38 Magdalene Place, Lower Ashley Road, Bristol. By 1912 he was reportedly living at 7 Treefield Place, Mina Road, Bristol.

Everett boarded the Titanic at Southampton as a third class passenger on a joint ticket, number C. A. 6212 which cost £15, 2s, with his friend Frederick Blainey Shellard, also of Bristol whom he was going to work for in America. They had been due to travel on Philadelphia, but had their booking changed due to the coal strikes. Their destination was Troy, New York and he gave his occupation as a craneman.

Thomas Everett and his friend Frederick Shellard were lost in the sinking. Thomas' body was subsequently recovered from the sea on 23 April 1912 by the cable-laying vessel Mackay-Bennet, and taken to Halifax, Nova Scotia, where he was interred in Fairview Cemetery on 10th May 1912.

JOSEPH WAKEFIELD THOMAS

STOKER (FIREMAN)

Mr Joseph Wakefield Thomas was born at Tutshill in Tiddenham, Gloucestershire, England on 8th September 1888. He was the son of Edgar Joseph Thomas, a foundry labourer, and Elizabeth Price. Both his parents were from Tiddenham and had married in 1888.

Joseph first appears on the 1891 census when he and his parents were living at 13 Pen Mael Terrace in Tiddenham. His father died in 1894 aged 41 and his mother was remarried in 1897 to a widower named James Selwyn, a carpenter who had several children from his previous relationship. Joseph, his mother, stepfather and stepsiblings appear on the 1901 census living at 28 Carmarthen Street, Gloucester.

Joseph was married in Southampton in late 1909 to Rosina Alma Barrow, and they had a son Arthur Edgar Wakefield in 1910.

The family appears on the 1911 census living at 18 Newman Street, Shirley, Southampton, the home of Thomas' widowed father-in-law Charles Barrow, and Joseph was described as a seaman.

When he signed on to the Titanic on 6th April 1912, Thomas gave his address as 20 Newman Street, Southampton. His previous ship was the Olympic, and as a fireman, he could expect to earn monthly wages of £6. Also serving aboard, as a ship's butcher, was his brother-in-law Charles Henry John Barrow, the brother of his wife Rosina.

Joseph Thomas was lost in the sinking and his body, if recovered, was never identified.



MR. HENRY PRICE HODGES

SECOND CLASS PASSENGER

Mr Henry Price Hodges was born in Putley, Herefordshire, England in 1862. He was the son of Thomas Hodges, a gardener, and Emily Rebecca Rose. His father was originally from Tarrington, Herefordshire whilst his mother was from Trowbridge, Wiltshire and they were married in Trowbridge on 8 June 1859. He had seven known siblings: George James, James John, Emily, Anne Mary Blanche, Alice, Thomas and Robert.

Spending his early life in different villages in Herefordshire, the family moved to Worcestershire sometime around 1866 before resettling in the village of Northway near Tewkesbury in Gloucestershire, where he was educated at Tewkesbury Grammar School. Henry appeared there with his family on the 1871 census but they later moved to Ashchurch, Gloucestershire

Pictured: Mr. Henry Price Hodges. Credit: Sally Hill.

before showing up on the 1881 and 1891 censuses living in Tibberton, also in Gloucestershire. Henry had already left home by the time of the 1881 record and was listed at an address in Hucknall Torkard, Nottinghamshire and was described as a railway clerk. He later moved to Southampton and became a music and pianoforte dealer.

He was married in 1884 to Ellen Almy, and their first child Roland Almy was born in 1884. The couple had further children: Gordon, Stella, Archibald Harry, Harold Herbert, Frank Stanley, Cyril Augustine, Hubert Selwyn, Henry Price, Leo Cecil Vernon and Arnold Richard.

The 1891 census shows Henry and his family living at 102 St Mary Street, St Mary, Southampton, and he was described as a dealer in musical instruments. The family were living at The Cotswolds, a substantial 13 room house on Highfield Lane, Portswood, Southampton by the time of the 1911 census.

Hodges boarded the Titanic at Southampton as a second class passenger and held ticket number 250643 which had cost £13; he was travelling to Boston to visit relatives.

Hodges wrote a letter to Mr Hector Young, Newtown Conservative Association in Southampton, which was posted at Queenstown:

'We've had a fine time up to now. You don't notice anything of the movement of the ship. OK on top deck there are twenty boys marching round and singing. Others are playing cards and dominoes; some are reading and some writing. Everything is quite different to what we thought to see at sea.'

Henry Hodges died in the sinking, his body was later recovered by the MacKay Bennett. His body was buried at Fairview Cemetery, Halifax, Nova Scotia on 10th May 1912, and his estate, worth £16,694, 5s, 3d, was administered to his widow on 3 September 1912.

Ellen Hodges was never remarried and in later years relocated to Bognor Regis, Sussex. She died there on 12th April 1938, and was buried in the The Old Cemetery, Southampton. Henry is commemorated on her headstone.



Pictured: Thomas Dyer Edwardes.

THOMAS DYER EDWARDES

FIRST CLASS PASSENGER

Mr Thomas Dyer Edwardes was born on 21st February 1847, the son of Thomas Edwardes. He was educated at Rugby School and Clare College Cambridge.

After conducting business in Australia for about 10 years he returned to England and on 10th January 1878, was married to Clemintina Villiers. They had a daughter Lucy Noel Martha was born in December 1878. In 1888 they purchased Prinknash Park in Gloucestershire as their country home.

He boarded the Titanic at Southampton with a party that included his wife Clementina and their daughter Noël, the Countess of Rothes.

The Dyer-Edwardes disembarked at Cherbourg, while Lucy continued to New York. Thomas would later mark the rescue of his only daughter by purchasing a lifeboat for the town of Fraserburgh, Scotland. The lifeboat was named Lady Rothes.

In 1889 he became a Justice of the Peace and in 1895 was appointed High Sheriff of Gloucestershire. Thomas was closely associated with the church and in 1892 became patron of Cranham benefice, over a 16 month period he oversaw the restoration of the crumbling parish church, in 1915 endowed the church with a new altar-screen.

Later in life he converted to catholicism and it was his wish that Prinknash be given to the order of Benedictine monks who still occupy the estate.

In January 1926 he attended a private audience with Pope Pius XI at the Vatican. A few weeks later, on 10th February, he died suddenly from Heart Failure while at Naples. His funeral took place at Prinknash Park Private Chapel and he was interred in the chancel there. He left an estate valued at £165,848.

CLEMENTINA GEORGINA LUCY DRUMMOND DYER EDWARDES

FIRST CLASS PASSENGER

Mrs Clementina Georgina Lucy Drummond Dyer Edwardes (née Villiers) was born in Bath in 1859, the daughter of Lt Colonel James Villiers and Lucy Drummond.

On 10th January 1878, she was married to Thomas Dyer Edwardes. Their only child, Lucy Noël Martha, was born in December 1878.

Thomas and Clementina boarded the Titanic at Southampton with their daughter Noël, the Countess of Rothes. The Dyer-Edwardes disembarked at Cherbourg, while Lucy continued to New York

Clementina was widowed in 1926, when she died on 3 April 1947 her estate, valued at £10,896 7s 4d was left to her daughter Noël. She was buried in the garden a few yards from her husband in Prinknash Abbey, Cranham, Gloucester.



Pictured: Titanic crew plaque of William Ford Kingscote in Freemantle, Southampton. Credit: SEE Southampton.

Gloucestershire, his father was still a waterman and his stepmother a shopkeeper. He doesn't appear on the 1881 census but his father and step-mother are listed as residing at 6 Church Street, South Hamlet, Gloucestershire.

On the 1891 census William is listed as an employee at the Grand Hotel, Manchester. Before that, however, he had already commenced a long career at sea and first appears on crew records throughout 1890 when he was a steward aboard City of New York.

On 30th April 1892, in St Marys Church, Kirkdale William married Mary Willis, they would have five children: Elsie, Lilian May, Robert William, Winifred and Ethel Emily.

William would be absent from both the 1901 and 1911 censuses but his family are living at Purbeck Cottage, Elgin Road, Freemantle and 24 Elgin Road, Freemantle respectively at these times.

When he signed-on to the Titanic on 4th April 1912, Kingscote gave his address as 24 Elgin Road, Freemantle, Southampton. His previous ship had been the New York and as a first class steward he received monthly wages of £3, 15s.

William Kingscote died in the sinking. His body, if recovered, was never identified.

His estate, valued at £84, 9s, 4d was administered to his widow on 14th September 1912. He is remembered on the family headstone in Southampton's Old Cemetery.

His widow Mary did not remarry and remained in Southampton, later at 245 Foundry Lane where she died on 23rd March 1939, aged 74.

William's daughter Winifred died two years after the disaster aged 14. His daughter Elsie was married in 1936 to Thomas J. Dullely but is not known to have had any children. She died in Fareham, Hampshire on 7th September 1961. His daughter Lilian May never married and remained in Southampton where she died on 29th August 1966. His son Robert William later became a ship's steward and later married Daisy Carson in 1940, he died in Southampton in 1972. Williams youngest child Ethel Emily married a man named Blackman and had two daughters. She died in Southampton in 1993.

WILLIAM FORD KINGSCOTE

FIRST CLASS SALOON STEWARD

Mr William Ford Kingscote was born in 1864 in Slimbridge, Durlsey, Gloucestershire, England.

He was the son of James Kingscote, a waterman, and Sarah Ford. His father was from Berkeley, Gloucestershire and his mother from Chewton Mendip, Somerset and they married in 1857 and had at least two other children besides William: Harriet and Amelia.

William's mother died before he reached his second birthday and his father was remarried to his wife's sister Harriet. He first appears on the 1871 census with his father and stepmother living at Shepherds Patch, Slimbridge, Durlsey,