



MARCH MEMBERSHIP MEETING

Our speaker at our March Membership Meeting was Mr. Tim Ausperk, the Golf Pro from Black Brook Golf Course in Mentor.



Tim Ausperk

AIHC SCHOLARSHIPS & GRANTS

The 2023 – 2024 AIHC Scholarships and Member Educational Grant Applications and Instructions are now posted on the AIH website (aihclub.com). The deadline for submitting your application is 15 May 23.

NEW MEMBER
Nuovo Membro



We swore in another new member at our March Meeting, Joe Matteo. Welcome Joe.

UPCOMING EVENTS

Prossimi eventi

APRIL aprile

12 April 2023, Wednesday, AIHC Board of Trustees Meeting

- Venue: Mama Roberto's Front Dining Room
- Time 5:30p

19 April 2023, Wednesday, AIH Executive Committee Meeting

- Venue: Mama Roberto's Front Dining Room
- Time 5:30p

26 April 2023, Wednesday, AIH Membership Meeting

- Venue: The Buona Festa Social Club
- Time: 6:00p
- Speaker: Bob DiBiasio, Senior Vice President for Public Affairs for the Cleveland Indians Guardians.

MAY maggio

24 May 2023, Wednesday, AIH Executive Committee Meeting

- Venue: Mama Roberto's Front Dining Room
- Time 5:30p

31 May 2023, Wednesday, AIH Membership Meeting

- Venue: The Buona Festa Social Club
- Time: 6:00p
- Speaker: Matt Gambatese speaking about the Rocky Colavito statue in Little Italy.

JUNE giugno

21 June 2023, Wednesday, AIH Executive Committee Meeting

- Venue: Mama Roberto's Front Dining Room
- Time 5:30p

28 June 2023, Wednesday, AIH Membership Meeting

- Venue: The Buona Festa Social Club
- Time: 6:00p
- Speaker: TBD

JULY luglio

12 July 2023, Wednesday, AIHC Board of Trustees Meeting

- Venue: Mama Roberto's Front Dining Room
- Time 5:30p

19 July 2023, Wednesday, AIH Executive Committee Meeting

- Venue: Mama Roberto's Front Dining Room

- Time 5:30p
- **26 July 2023, Wednesday, AIH Membership Meeting**

- Venue: The Buona Festa Social Club
- Time: 6:00p
- Speaker: TBD

29 July 2023, Saturday, AIH Summer Social

- Committee
 - o Ron Wassum
- Venue: Hungarian Culture Club in Fairport Harbor
- Time: Doors open at 5:00p, dinner at 6:00p
- Cost: TBD
- Guests: Spouses and Guests are welcome.
- Dinner: Prepared by Regovich Catering
- Capacity: 100 – 125 people
- Bocce Courts will be available for club use.
- There will be sideboards and a 50/50 raffle.

Reservations required.

AUGUST agosto

5 August 2023, Saturday, AIH Golf Outing

- Committee:
 - o Andrew Zarlinga
- Venue: Black Brook Golf Club
- Time
 - o Registration at 8:00a
 - o Shotgun Start at 9:00a t
- Cost: \$100.00 per player
- Caterer's: La Vera
- Capacity: 100 – 120 golfers

Reservations required.

23 August 2023, Wednesday, AIH Executive Committee Meeting

- Venue: Mama Roberto's Front Dining Room
- Time 5:30p

30 August 2023, Wednesday, AIH Membership Meeting

- Venue: The Buona Festa Social Club
- Time: 6:00p
- Speaker: TBD

SEPTEMBER settembre

20 September 2023, Wednesday, AIH Executive Committee Meeting

- Venue: Mama Roberto's Front Dining Room
- Time 5:30p

27 September 2023, Wednesday, AIH Membership Meeting and Club Bocce' Tournament

- Committee:
 - Ron Wassum
- Venue: Hungarian Culture Club in Fairport Harbor
- Time: 6:00p
- Cost: TBD
- Caterer: TBD
- Attendees: Members and spouses are welcome.
Reservations required.

OCTOBER ottobre

4 October 2023, Wednesday, AIHC Board of Trustees Meeting

- Venue: Mama Roberto's Front Dining Room
- Time 5:30p

7 October 2023, Saturday, AIHC Italian Night

- Venue: Regovich's Catering in Eastlake
- Committee:
 - Bill Petrello
 - Ron Wassum
 - Gus Paolucci
 - John Perrotti
 - Anita Licate
- Time: TBD
- Cost: TBD
- Guests: Spouses and Guests are welcome.
- Dinner: Prepared by Regovich Catering
- Capacity: 400 attendees
Reservations required.

18 October 2023, Wednesday, AIH Executive Committee Meeting

- Venue: Mama Roberto's Front Dining Room
- Time 5:30p

25 October 2023, Wednesday, AIH Membership Meeting, AIH Clam Bake

- Committee:
 - Ron Wassum
 - Mario Bertone
- Venue: Fassionation Park in Madison
- Time: TBD
- Cost: TBD
Reservations required.

NOVEMBER novembre

15 November 2023, Wednesday, AIH Executive Committee Meeting

- Venue: Mama Roberto's Front Dining Room
- Time 5:30p

25 November 2023, Saturday, OSU v Univ of Mich. Football Game, AIHC 50/50 Board

- As they usually do, AIH Charities has a 50/50 board for the OSU v Univ of Mich. Football Game.

29 November 2023, Wednesday, AIH Membership Meeting

- Venue: The Buona Festa Social Club
- Time: 6:00p
- Speaker: TBD

December 2023

- In accordance with our Bylaws, there is no scheduled Executive Committee Meeting or Membership Meeting in December.

9 December 2023, Saturday, AIH Club Christmas Party

- Committee:
 - Gus Paolucci
 - John Perrotti
 - Jim Federico Sr.
 - Mario Bertone
- Venue: Buona Festa Social Club
- Time: TBD
- Cost: Free
Reservations required.

APRIL BIRTHDAYS

Compleanni di aprile

Don Tichel.....	01
Frank Stinziano	10
Andy Arena	15
Gus Paolucci.....	19
Judge Michael Cicconetti.....	24
Anthony Iliano Sr.....	25

When you see these members this month, be sure to wish them a Buon compleanno.

HEALTH AND WELFARE

salute e benessere

Andrew Zaringa's mother was taken to the hospital.

Bill Petrello was hospitalized for pneumonia. He has recovered and was released.

If you know of or hear of any Health or Welfare issues involving a member, please pass that information on to Richard O'Keefe at richardokeefe65@gmail.com or 440-537-8505.

SPECIAL DAYS IN APRIL

Here are just a few of the not so well-known special days in April for your observance.

- 01 Apr: April Fools' Day
- 07 Apr: Good Friday
- 02 Apr: Palm Sunday
- 09 Apr: Easter
- 10 Apr: Siblings Day
- 11 Apr: Be Kind to Lawyers Day
- 12 Apr: Grilled Cheese Day
- 16 Apr: Eggs Benedict Day
- 22 Apr: Jelly Bean Day
- 26 Apr: Pretzel Day

Information taken from timeanddate.com/holidays/fun

APRIL IN ITALY

With spring in full swing, April starts to get busy with outdoor events, parades, and festivals. Easter usually falls during this month and Liberation Day, on the 25th, is a national holiday.

Weather in Italy in April?

Parts of Italy can still be blustery and rainy in April, but overall, the weather this month is typically pleasant, especially for sightseeing. Sunny days are accompanied by cool breezes, so you don't get too hot walking around city centers or outdoors.

April is, on average, the third rainiest month in northern Italy (May and October are slightly rainier). Milan, Bologna, Venice, and Turin experience about 8-9 days of rainfall during April. Average temperatures in this part of Italy range from lows in the upper 40s to low 50s °F to highs in the low- to mid- 60s °F.

The chance of rain in central Italy during April is also high. After November, April is typically the rainiest month for Florence and Rome, with an average of 8-9 days of rainfall. Average high temperatures in central Italy in April are in the mid-60s °F.

Southern Italy sees 6-8 days of rain on average in April. Temperatures range from lows in the low- to mid-50s °F (11-13°C) to highs in the upper 60s °F (18-20°C).

April in Italy: Holidays, Festivals, and Other Events

April 1 – Pesce d'Aprile (April Fool's Day)

Hardly celebrated with gusto, April Fool's Day is known in Italy as Pesce d'Aprile (April Fish). The name derives from an old practical joke when a person would try to secretly attach a paper fish to someone else's back. If you see a fish image next to newspaper articles around the first of April, you can probably assume that the story is made up.

Early to mid-April – Easter

Easter is one of the busiest times of the year to visit Italy, especially Rome and the Vatican City, which are teeming with the Christian faithful as well as spring holidaymakers. There are several special masses and processions during Holy Week (Settimana Santa), from the Via Crucis procession and Good Friday services in the Colosseum to Easter Sunday Mass in St. Peter's Square.



Of course, you don't have to stay in the capital to experience Easter in Italy. Other cities have their own celebrations. See, for instance, Florence's Scoppio del Carro, literally "Explosion of the Cart," an event that dates back to medieval times. The Scoppio del Carro

takes place following mass on Easter Sunday in front of the Duomo.

Early to mid-April – VinItaly, Verona

This annual wine trade fair is a place for wine industry producers, distributors, and critics, to sample some of the best wines from Italy and the world. Wine enthusiasts can participate in VinItaly's tastings and seminars.

April 21 – Natale di Roma, aka Rome's Birthday

Legend has it that Rome was founded on April 21, 753 B.C., by Romulus after having defeated his brother Remus for control of the Palatine Hill and surrounding territory. So, it is on April 21 each year that Rome celebrates its birthday, also known as Natale di Roma, with historical parades and reenactments.

The main parade takes place on the Via dei Fori Imperiali and features groups in historical dress representing all the former provinces of Rome.

April 25 – Liberation Day

A somber day to reflect and celebrate freedom and autonomy, 25 April marks the end of Nazi occupation in Italy during World War II and the beginning of the fall of fascism throughout the country.

Anti-fascist demonstrations are common on this day in cities throughout Italy, as are services to commemorate the many Italian partisans who lost their lives trying to defeat Nazi occupation. Rome holds commemorative ceremonies at the Quirinale Palace and a wreath-laying ceremony at the Altare della Patria.

April 25 – Festa di San Marco, Venice

In Venice, Liberation Day coincides with the feast day of the city's patron saint, San Marco. The Festa di San Marco features food, frolicking, and a procession to Saint Mark's Basilica.

Information taken from italofile.com/april-italy

HISTORY OF PIZZA

The history of pizza begins in antiquity, as various ancient cultures produced basic flatbreads with several toppings. A precursor of pizza was probably the focaccia, a flatbread known to the Romans as *panis focacius*, to which toppings were then added.

The word *pizza* was first documented in 997 AD in Gaeta and successively in different parts of Central and Southern Italy.

In Sardinia, French and Italian archaeologists have found bread baked over 7,000 years ago.

In 16th-century Naples, a galette flatbread was referred to as a pizza; it was known as a dish for poor people, particularly as street food, and was not considered a kitchen recipe until much later. It was not until the Spanish brought the

tomato from the Americas and developed the modern variation that Pizzas in their modern conception were invented. It is said that the tomato reached the Kingdom of Naples and Sicily, at the time part of the Spanish Empire, through either Pedro Álvarez de Toledo in the 16th century or viceroy Manuel de Amat, who may have gifted some seeds to the Neapolitans in 1770 on behalf of the Viceroyalty of Peru.

In 1843, Alexandre Dumas described the diversity of pizza toppings. An often recounted story holds that on June 11, 1889, to honor the queen consort of Italy, Margherita of Savoy, the Neapolitan pizza maker Raffaele Esposito created the "Pizza Margherita", a pizza garnished with tomatoes, mozzarella, and basil, to represent the national colors of Italy as on the Flag of Italy. But the Pizza Margherita already existed: The most popular and famous pizzas from Naples were the 'Marinara', created in 1734, and the 'Margherita', which dates from 1796-1810. The latter was presented to the Queen of Italy upon her visit to Naples in 1889, specifically on account of the color of its seasoning (tomato, mozzarella and basil), which are reminiscent of the colors of the Italian flag, but it had already been available for quite some time.

Pizza evolved into a variety of bread and tomato dish often served with cheese. However, until the late 19th or early 20th century, the dish was sweet, not savory, and earlier versions that were savory resembled the flatbreads now known as schiacciata. Pellegrino Artusi's classic early-twentieth-century cookbook, *La Scienza in cucina e l'Arte di mangiar bene* gives three recipes for pizza, all of which are sweet. After the feedback of some readers, Artusi added a typed sheet in the 1911 edition (discovered by food historian Alberto Capatti), bound with the volume, with the recipe of "pizza alla napoletana": mozzarella, tomatoes, anchovies and mushrooms.

However, by 1927, Ada Boni's first edition of *il talismano della felicità* (a well-known Italian cookbook) includes a recipe using tomatoes and mozzarella.

The innovation that led to flatbread pizza was the use of tomato as a topping. For some time after the tomato was brought to Europe from the Americas in the 16th century, it was believed by many Europeans to be poisonous, as are some other fruits of the *Solanaceae* (nightshade) family. By the late 18th century, it was common for the poor of the area around Naples to add tomato to their yeast-based flatbread, thus the pizza began.



Antica Pizzeria Port'Alba in Naples, which is widely believed to be the world's first pizzeria.

According to documents discovered by historian Antonio Mattozzi in the State Archive of Naples, in 1807, 54 pizzerias existed; listed were owners and addresses. In the second half of the nineteenth century the number of pizzerias increased to 120.

The pizza marinara method has a topping of tomato, oregano, garlic, and extra virgin olive oil. It is named "marinara" because it was traditionally prepared by the seaman's wife 'la marinara' for her seafaring husband upon returning from fishing trips in the Bay of Naples.

The margherita is topped with modest amounts of tomato sauce, mozzarella, and fresh basil. It is widely attributed to baker Raffaele Esposito, who worked at the restaurant "Pietro e basta così" established in 1880 and remaining in business as "Pizzeria Brandi".

"Associazione Verace Pizza Napoletana" ("True Neapolitan Pizza Association"), which was founded in 1984, has set the very specific rules that must be followed for an authentic Neapolitan pizza. These include that the pizza must be baked in a wood-fired, domed oven; the base must be hand-kneaded and must not be rolled with a pin or prepared by any mechanical means and that the pizza must not exceed 35 centimeters in diameter or be more than one-third of a centimeter thick at the center. The association also selects pizzerias globally to produce and spread the verace pizza napoletana philosophy and method.

In December 2009, the pizza napoletana was granted Protected Designation of Origin (PDO) status by the European Union.

There are many famous pizzerias in Naples where these traditional pizzas can be found, such as Da Michele, Port'Alba, Brandi, Di Matteo, Sorbillo, Trionfo, and Umberto. Most of them are in the ancient historical center of

Naples. These pizzerias follow even stricter standards than the specified rules. For example, using only San Marzano tomatoes grown on the slopes of Mount Vesuvius and drizzling the olive oil and adding tomato topping in only a clockwise direction.

The pizza bases in Naples are soft and pliable. In Rome, they prefer a thin and crispy base. Another popular form of pizza in Italy is "pizza al taglio", which is pizza baked in rectangular trays with a wide variety of toppings and sold by weight.

In 2012, the world's largest pizza was made in Rome. It measured 1261.65 square meters in area.

Pizza first made its appearance in the United States with the arrival of Italian immigrants in the late 19th century.

According to a 2009 response published in a column on Serious Eats, the first printed reference to "pizza" served in the US is a 1904 article in *The Boston Journal*. Giovanni and Gennaro Bruno came to America from Naples, Italy, in 1903 and introduced the Neapolitan pizza to Boston. Later, Vincent Bruno (Giovanni's son) went on to open the first pizzeria in Chicago.

Conflicting stories have the first pizzeria opening in 1905 when Gennaro Lombardi applied for a license in New York to make and sell pizza. One of the generally accepted first US businesses to sell pizza, Lombardi's, opened in 1897 as a grocery store at 53½ Spring Street, with tomato pies wrapped in paper and tied with a string sold at lunchtime to workers from the area's factories. In 1905, putative founder Gennaro Lombardi received a business license to operate a pizzeria restaurant and soon had a clientele that included Italian tenor Enrico Caruso. He later passed the business on to his son, George.

Pizza was brought to the Trenton area of New Jersey with Joe's Tomato Pies opening in 1910, followed soon by Papa's Tomato Pies in 1912. In 1936, De Lorenzo's Tomato Pies was opened. While Joe's Tomato Pies has closed, both Papa's and DeLorenzo's have been run by the same families since their openings and remain among the most popular pizzas in the area. Frank Pepe Pizzeria Napoletana in New Haven, Connecticut, was another early pizzeria that opened in 1925 (after the owner served pies from local carts and bakeries for 20–25 years) and is famous for its New Haven–style Clam Pie. Frank Pepe's nephew Sal Consiglio opened a competing store, Sally's Apizza, on the other end of the block, in 1938. Both establishments are still run by descendants of the original family. When Sal died, over 2,000 people attended his wake, and *The New York Times* ran a half-page memoriam. The

D'Amore family introduced pizza to Los Angeles in 1939.

Before the 1940s, pizza consumption was limited mostly to Italian immigrants and their descendants. Following World War II, veterans returning from the Italian Campaign, who were introduced to Italy's native cuisine, proved a ready market for pizza in particular, touted by "veterans ranging from the lowliest private to Dwight D. Eisenhower." By the 1960s, it was popular enough to be featured in an episode of *Popeye the Sailor*. Pizza consumption has exploded in the U.S with the introduction of pizza chains such as Domino's and Pizza Hut.

Two entrepreneurs, Ike Sewell and Ric Riccardo, invented Chicago-style deep-dish pizza, in 1943. They opened their own restaurant on the corner of Wabash and Ohio, Pizzeria Uno.

Information taken from the 2023 Wikipedia

TUSCAN BREAD

Pane Toscano

If you've ever travelled in central Italy (Tuscany, Umbria, Lazio, Le Marche), you may have noticed something strange about the bread. *Pane sciocco* (foolish bread) or *pane commune* (common bread) is made without salt. The usual explanation for this lies in the hefty taxes imposed on salt during the Middle Ages. However, it appears that saltless bread has been around longer than the salt tax. Another theory is that saltless bread better allows the rich flavors of the food in this region to come through. Or perhaps it's the fact that bread was traditionally made with spring water, which is already rich in salt. Whatever the reason, *pane commune* is perfect for scooping up that last drop of the sauce from your plate.

Information taken from the Living Language Italian 2023 Calendar

BANK OF AMERICA: THE HUMBLE BEGINNINGS OF A LARGE BANK

Amadeo Peter Giannini was born in San Jose, California in 1870. The son of Italian immigrants had an outsized personality and unlimited faith in the American dream.

Giannini began by selling fruits and vegetables from a horse-drawn wagon. But he was made for bigger things. At age 34, he launched a small bank in the Italian neighborhood of North Beach, San Francisco. At the time, big banks lent only to large businesses, handled deposits of the wealthy, and frowned on aggressive advertising.

The novice financier knocked on doors and buttonholed people on the street. He persuaded "unbanked" immigrants that gold and silver coins were safer in vaults than under

mattresses. Moreover, the money would earn interest at his "Bank of Italy."

On the morning of April 18, 1906, a massive earthquake hit San Francisco. The ensuing fires burned down the large banks. Their superheated metal vaults could not be opened for weeks—lest the cash and paper records catch fire when oxygen rushed in.

As flames threatened his one-room bank, Giannini spirited \$80,000 in coins out of town. He hid the precious metal under crates of oranges and steered his wagons past gangs of thugs and looters in the streets.

As other banks struggled to recover, Giannini made headlines by setting up a makeshift bank on a North Beach wharf. He extended loans to beleaguered residents "on a handshake" and helped revive the city.



The innovative bank welcomed small borrowers who might otherwise have to use high-cost loan sharks. Most banks at the time regarded people with modest incomes as credit risks not worth the paperwork. But experience had taught Giannini otherwise: that working class people were no less likely to pay their debts than the wealthy.

Seeking more customers, the former produce salesman returned to his old haunts—the fertile valleys of California. He "walked in rows beside farmers engaged in plowing" to explain how bank branches make credit cheaper and more reliable. Town by town, he built the first statewide branching system in the nation.

On November 1, 1930, the "Bank of Italy" in San Francisco changed its name to "Bank of America." The bank today has the same national bank charter number as Giannini's old bank—#13044.

When A.P. Giannini died in 1949, the former single-teller office in North Beach claimed more than 500 branches and \$6 billion in assets. It was then the largest bank in the world.

Information taken from www.occ.treas.gov

RMS TITANIC

15 APRIL 1912

The RMS *Titanic*, a luxury steamship, sank in the early hours of April 15, 1912, off the coast of Newfoundland in the North Atlantic after

sideswiping an iceberg during its maiden voyage. Of the 2,240 passengers and crew on board, more than 1,500 lost their lives in the disaster.

The Building of the RMS *Titanic*

The *Titanic* was the product of intense competition among rival shipping lines in the first half of the 20th century. In particular, the White Star Line found itself in a battle for steamship primacy with Cunard, a venerable British firm with two standout ships that ranked among the most sophisticated and luxurious of their time.

Cunard's *Mauretania* began service in 1907 and quickly set a speed record for the fastest average speed during a transatlantic crossing (23.69 knots or 27.26 mph), a title that it held for 22 years.

Cunard's other masterpiece, *Lusitania*, launched the same year and was lauded for its spectacular interiors. *Lusitania* met its tragic end on May 7, 1915, when a torpedo fired by a German U-boat sunk the ship, killing nearly 1,200 of the 1,959 people on board and precipitating the United States' entry into World War I.

The same year that Cunard unveiled its two magnificent liners, J. Bruce Ismay, chief executive of White Star, discussed the construction of three large ships with William J. Pirrie, chairman of the shipbuilding company Harland and Wolff. Part of a new "Olympic" class of liners, each ship would measure 882 feet in length and 92.5 feet at their broadest point, making them the largest of their time.

In March 1909, work began in the massive Harland and Wolff shipyard in Belfast, Ireland, on the second of these three ocean liners, *Titanic*, and continued nonstop for two years.

On May 31, 1911, *Titanic's* immense hull—the largest movable manmade object in the world at the time—made its way down the slipways and into the River Lagan in Belfast. More than 100,000 people attended the launching, which took just over a minute and went off without a hitch.

The hull was immediately towed to a mammoth fitting-out dock where thousands of workers would spend most of the next year building the ship's decks, constructing her lavish interiors, and installing the 29 giant boilers that would power her two main steam engines.

'Unsinkable' *Titanic's* Fatal Flaws

According to some hypotheses, *Titanic* was doomed from the start by a design that many lauded as state-of-the-art. The Olympic-class ships featured a double bottom and 15 watertight bulkhead compartments equipped with electric watertight doors that could be

operated individually or simultaneously by a switch on the bridge.

It was these watertight bulkheads that inspired *Shipbuilder* magazine, in a special issue devoted to the Olympic liners, to deem them "practically unsinkable."

But the watertight compartment design contained a flaw that was a critical factor in *Titanic's* sinking. While the individual bulkheads were indeed watertight, the walls separating the bulkheads extended only a few feet above the water line, so water could pour from one compartment into another, especially if the ship began to list or pitch forward.

The second critical safety lapse that contributed to the loss of so many lives was the inadequate number of lifeboats carried on *Titanic*. A mere 16 boats, plus four Engelhardt "collapsibles," could accommodate just 1,178 people. *Titanic* could carry up to 2,435 passengers, and a crew of approximately 900 brought her capacity to more than 3,300 people.

As a result, even if the lifeboats were loaded to full capacity during an emergency evacuation, there were available seats for only one-third of those on board. While unthinkable inadequate by today's standards, *Titanic's* supply of lifeboats actually exceeded the British Board of Trade's requirements.

Passengers on the *Titanic*

Titanic created quite a stir when it departed for its maiden voyage from Southampton, England, on April 10, 1912. After stops in Cherbourg, France, and Queenstown (now known as Cobh), Ireland, the ship set sail for New York with 2,240 passengers and crew on board.

As befitting the first transatlantic crossing of the world's most celebrated ship, many of these souls were high-ranking officials, wealthy industrialists, dignitaries, and celebrities. First and foremost was the White Star Line's managing director, J. Bruce Ismay, accompanied by Thomas Andrews, the ship's builder from Harland and Wolff.

Absent was financier J.P. Morgan, whose International Mercantile Marine shipping trust controlled the White Star Line and who had selected Ismay as a company officer. Morgan had planned to join his associates on *Titanic* but canceled at the last minute when some business matters delayed him.

The wealthiest passenger was John Jacob Astor IV, heir to the Astor family fortune, who had made waves a year earlier by marrying 18-year-old Madeleine Talmadge Force, a young woman 29 years his junior, shortly after divorcing his first wife.

Other notable passengers included the elderly owner of Macy's, Isidor Straus, and his wife

Ida; industrialist Benjamin Guggenheim, accompanied by his mistress, valet and chauffeur; and widow and heiress Margaret "Molly" Brown, who would earn her nickname "The Unsinkable Molly Brown" by helping to maintain calm and order while the lifeboats were being loaded and boosting the spirits of her fellow survivors.

The employees attending to this collection of First-Class luminaries were mostly traveling Second Class, along with academics, tourists, journalists, and others who would enjoy a level of service and accommodations equivalent to First Class on most other ships.

But by far the largest group of passengers was in Third Class. More than 700, exceeding the other two levels combined. Some had paid less than \$20 to make the crossing. It was Third Class that was the major source of profit for shipping lines like White Star, and *Titanic* was designed to offer these passengers accommodations and amenities superior to those found in Third Class on any other ship of that era.

Titanic Sets Sail

Titanic's departure from Southampton on April 10 was not without some oddities. A small coal fire was discovered in one of her bunkers—an alarming but not uncommon occurrence on steamships of the day. Stokers hosed down the smoldering coal and shoveled it aside to reach the base of the blaze.

After assessing the situation, the captain and chief engineer concluded that it was unlikely it had caused any damage that could affect the hull structure, and the stokers were ordered to continue controlling the fire at sea.

According to a theory put forth by a small number of *Titanic* experts, the fire became uncontrollable after the ship left Southampton, forcing the crew to attempt a full-speed crossing; moving at such a fast pace, they were unable to avoid the fatal collision with the iceberg.

Another unsettling event took place when *Titanic* left the Southampton dock. As she got underway, she narrowly escaped a collision with the America Line's S.S. *New York*. Superstitious *Titanic* buffs sometimes point to this as the worst kind of omen for a ship departing on her maiden voyage.

The *Titanic* Strikes an Iceberg

On April 14, after four days of uneventful sailing, *Titanic* received sporadic reports of ice from other ships, but she was sailing on calm seas under a moonless, clear sky.

At about 11:30 p.m., a lookout saw an iceberg coming out of a slight haze dead ahead, then rang the warning bell and telephoned the bridge. The engines were quickly reversed and

the ship was turned sharply—instead of making direct impact, *Titanic* seemed to graze along the side of the berg, sprinkling ice fragments on the forward deck.

Sensing no collision, the lookouts were relieved. They had no idea that the iceberg had a jagged underwater spur, which slashed a 300-foot gash in the hull below the ship's waterline.

By the time the captain toured the damaged area with Harland and Wolff's Thomas Andrews, five compartments were already filling with seawater, and the bow of the doomed ship was alarmingly pitched downward, allowing seawater to pour from one bulkhead into the neighboring compartment.

Andrews did a quick calculation and estimated that *Titanic* might remain afloat for an hour and a half, perhaps slightly more. At that point the captain, who had already instructed his wireless operator to call for help, ordered the lifeboats to be loaded.

***Titanic's* Lifeboats**

A little more than an hour after contact with the iceberg, a largely disorganized and haphazard evacuation began with the lowering of the first lifeboat. The craft was designed to hold 65 people; it left with only 28 aboard.

Tragically, this was to be the norm. During the confusion and chaos during the precious hours before *Titanic* plunged into the sea, nearly every lifeboat would be launched woefully under-filled, some with only a handful of passengers.

In compliance with the law of the sea, women and children boarded the boats first; only when there were no women or children nearby were men permitted to board. Yet many of the victims were in fact women and children, the result of disorderly procedures that failed to get them to the boats in the first place.

Exceeding Andrews' prediction, *Titanic* stubbornly stayed afloat for close to three hours. Those hours witnessed acts of craven cowardice and extraordinary bravery.

Hundreds of human dramas unfolded between the order to load the lifeboats and the ship's final plunge. Men saw off wives and children, families were separated in the confusion and selfless individuals gave up their spots to remain with loved ones or allow a more vulnerable passenger to escape. In the end, 706 people survived the sinking of the *Titanic*.

***Titanic* Sinks**

The ship's most illustrious passengers each responded to the circumstances with conduct that has become an integral part of the *Titanic* legend. Ismay, the White Star managing director, helped load some of the boats and

later stepped onto a collapsible as it was being lowered. Although no women or children were in the vicinity when he abandoned ship, he would never live down the ignominy of surviving the disaster while so many others perished.

Thomas Andrews, *Titanic's* chief designer, was last seen in the First-Class smoking room, staring blankly at a painting of a ship on the wall. Astor deposited his wife Madeleine into a lifeboat and, remarking that she was pregnant, asked if he could accompany her; refused entry, he managed to kiss her goodbye just before the boat was lowered away.

Although offered a seat on account of his age, Isidor Straus refused any special consideration, and his wife Ida would not leave her husband behind. The couple retired to their cabin and perished together.

Benjamin Guggenheim and his valet returned to their rooms and changed into formal evening dress; emerging onto the deck, he famously declared, "We are dressed in our best and are prepared to go down like gentlemen."

Molly Brown helped load the boats and finally was forced into one of the last to leave. She implored its crewmen to turn back for survivors, but they refused, fearing they would be swamped by desperate people trying to escape the icy seas.

Titanic, nearly perpendicular and with many of her lights still aglow, finally dove beneath the ocean's surface at about 2:20 a.m. on April 15, 1912. Throughout the morning, Cunard's *Carpathia*, after receiving *Titanic's* distress call at midnight and steaming at full speed while dodging ice floes all night, rounded up all of the lifeboats. They contained only 705 survivors.

Aftermath of the *Titanic* Catastrophe

At least five separate boards of inquiry on both sides of the Atlantic conducted comprehensive hearings on *Titanic's* sinking, interviewing dozens of witnesses and consulting with many maritime experts. Every conceivable subject was investigated, from the conduct of the officers and crew to the construction of the ship. *Titanic* conspiracy theories abounded.

While it has always been assumed that the ship sank as a result of the gash that caused the bulkhead compartments to flood, various other theories have emerged over the decades, including that the ship's steel plates were too brittle for the near-freezing Atlantic waters, that the impact caused rivets to pop and that the expansion joints failed, among others.

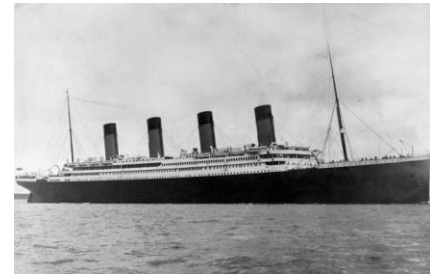
Technological aspects of the catastrophe aside, *Titanic's* demise has taken on a deeper, almost mythic, meaning in popular culture. Many view the tragedy as a morality play about the dangers of human hubris. *Titanic's* creators

believed they had built an unsinkable ship that could not be defeated by the laws of nature.

This same overconfidence explains the electrifying impact *Titanic's* sinking had on the public when she was lost. There was widespread disbelief that the ship could not possibly have sunk, and, due to the era's slow and unreliable means of communication, misinformation abounded. Newspapers initially reported that the ship had collided with an iceberg but remained afloat and was being towed to port with everyone on board.

It took many hours for accurate accounts to become widely available, and even then, people had trouble accepting that this paragon of modern technology could sink on her maiden voyage, taking more than 1,500 souls with her.

The ship historian John Maxtone-Graham has compared *Titanic's* story to the Challenger space shuttle disaster of 1986. In that case, the world reeled at the notion that one of the most sophisticated inventions ever created could explode into oblivion along with its crew. Both tragedies triggered a sudden collapse in confidence, revealing that we remain subject to human frailties and error, despite our hubris and a belief in technological infallibility.



Information taken from [history.com/topics/early-20th-century-us/titanic](https://www.history.com/topics/early-20th-century-us/titanic)

LEXINGTON & CONCORD THE SHOT HEARD 'ROUND THE WORLD'

April 19, 1775

Facing an impending rebellion of the Colonists, British General Thomas Gage decided to seize weapons and gun powder being stored in Concord, Massachusetts, twenty miles northwest of Boston, to prevent violence. Patriot spies soon got wind of Gage's plan. Paul Revere and other riders spread the word of the 800 British regulars who were dispatched to Concord.

Departing Boston late in the evening of April 18, the King's troops marched into the small town of Lexington around 5:00 am to find, facing them, a militia company of more 70 men led by Captain John Parker. When the vanguard of the British force rushed forward upon the town green, Captain Parker immediately ordered his company to disperse.

At some point a shot rang out-- historians still debate who fired the shot. The nervous British soldiers fired a volley, killing seven and mortally wounding one of the retreating militiamen. The British column moved on towards Concord, leaving the dead, wounded, and dying in their wake. Parker and his men would have revenge later that afternoon.

Arriving in Concord around 8:00 am, British commanders Francis Smith and John Pitcairn ordered several companies, about 220 troops in all, to secure the north bridge across the Concord River and then continue on another mile to the Barrett Farm, where a suspected cache of arms and powder was presumably located. By the time the British arrived at the North Bridge, a growing assembly of close to 400 militia from Concord and the surrounding towns had gathered on the high ground overlooking the north bridge. From their vantage point on the hill, they could see smoke rising from Concord, the result of British burning some supplies that they uncovered. Thinking the town was being put to the torch, Lieutenant Joseph Hosmer of Concord shouted to his fellow officers, "Will you let them burn the town down?" The decision was then made to take action. Col. James Barrett ordered his companies to march upon the bridge but not to fire upon the British soldiers unless first fired upon. The Acton Company, commanded by thirty-year old Captain Isaac Davis, was placed at the head of the column. When asked if they were prepared to confront the British troops Davis said, "I haven't a man afraid to go."

The Minute Men formed up and marched down the hill. As they did so, the British soldiers, intimidated by the colonial numbers and orderly advance, retreated to the opposite shore and prepared to defend themselves. When Davis's company came within range, British soldiers opened fire, killing Isaac Davis and Abner Hosmer, another Acton Minute Man. Major Buttrick of Concord shouted, "For God's sake, fire!" and the Minute Men replied with their own volley, killing three British soldiers and wounding nine others. This volley is the volley considered "the shot heard round the world." The rest of the British troops retreated back to town.



John Parker

Smith and Pitcairn soon ordered a return to Boston, which devolved into a rout as thousands of minute men patriots descended on the area. As the British were attacked from all sides by swarms of angry Minutemen along what is now known as Battle Road. When they reached Lexington, John Parker and his men had their revenge, firing on the British regulars from behind cover. For the next 12 miles, the British were continually ambushed by Minutemen shooting from behind trees, rock walls, and buildings. The emotions of this fight carried well beyond April 19, inspiring American warriors to "rise up and fight again" even in the face of staggering odds against them.

Having heard of the morning fighting at Lexington, General Gage ordered Lord Percy to march from Boston with a relief column. The column reached Smith and Pitcairn's men on the eastern outskirts of Lexington, but Minutemen continued to pour in as word spread quickly throughout the area. Among these minute and militia companies were many African Americans, both free and enslaved, who took up arms and fought alongside their white neighbors.

The British conducted a running fight until they could get under the cover of British guns in ships anchored in the waterways surrounding Boston. By 8:00 pm, it was clear that the day had been a disaster for the British. They lost 73 killed and many more wounded compared to the patriot's loss of 49 killed.

Concord poet Ralph Waldo Emerson dubbed them the "embattled farmers." They were not American citizens, yet. That would have to wait until 1776 and the Declaration of Independence. On April 19, 1775 they were simply loyal British subjects who believed that they were standing up to defend and fight for their rights. In doing so they changed the world forever.

Taken from www.battlefields.org

PHRASES OF THE MONTH

Buongiorno! – Good morning!

Buon pomeriggio! – Good afternoon!

Buonasera! – Good evening!

Information taken from the Living Language Italian 2023 Calendar

MISSION STATEMENT

dichiarazione di missione

The purpose of this Association is to promote the moral, social, and civic advancement of its membership, and to perpetuate the customs and cultural aspects of Italian Heritage.

Article II, Section 1 of the AIH Bylaws

AMERICANS OF ITALIAN HERITAGE

EXECUTIVE COMMITTEE

1 July 2022 – 30 June 2024

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ATTACHMENTS

1. None

COMMENTS TO THE EDITOR

If you have any questions or comments about, or suggestions for this newsletter, please put your thoughts in an email and send them to me at GPizzuti@GlennPizzutiArchitect.com