

Chapter 1 : Titanic Historical Society, Inc. - Titanic Historical Society, Inc.

Titanic is a American epic romance and disaster film directed, written, co-produced and co-edited by James Cameron. A fictionalized account of the sinking of the RMS Titanic, it stars Leonardo DiCaprio and Kate Winslet as members of different social classes who fall in love aboard the ship during its ill-fated maiden voyage.

One goes like this: I tell you, war is Hell! History repeats itself in strange ways. World War II came to an end just two weeks later. A USS Indianapolis survivor covered in oil and burns. Most investigators and historians blame overheated boilers for the blast, but one intriguing theory has it that the real culprit was a Confederate terrorist. Though midwestern river towns feel abandoned today, in the s they were teeming with life and activity. Another boat traveling alongside it was hit with artillery shells and musket fire, provoking a Federal gunboat to fire indiscriminately into the dark woods. Cass Mason of St. Bankes took this photo of the overloaded Sultana when it docked near his portrait studio at Helena, Arkansas, on April 26, Hatch and Mason agreed on a deal, whereby over 2, soldiers " mostly former Union POWs staying at a Vicksburg parole camp " would be carried back to their homes in the Midwest. Mason agreed to give Quartermaster Hatch a kickback. Yet the worst was still to come. He died that October and was buried at Newtonville in Spencer County. Some of the women were serving with the United States Christian Commission, a medical relief organization that also provided religious literature to Union troops and helped army chaplains. Passengers were crammed into virtually every open space on the boat, whose legal carrying capacity was just Decks sagging under the weight even of emaciated men had to be supported with emergency beams. The river, always treacherous to steamboats, had reached the canopy of trees along the banks and ran icy cold with snowmelt. Steamboat fires and boiler explosions were the plane crashes of the 19th century. The Lexington caught fire while crossing Long Island Sound in , killing all but four of people on board. Weakened by incarceration, trauma and disease, many soldiers stood no chance. They drowned or burned, or gave out to hypothermia while clinging to debris and fighting a brief struggle in the water. The Tennessee and Arkansas riverbanks were hard to find, shrouded in darkness and high floodwaters. Many victims were never found. Evansville Daily Journal, May 11, When survivors and the dead began to float past Memphis, citizens and riverboat crews hurriedly paddled out in skiffs and recovered as many as they could. It is fascinating to reflect that labor activist Mother Jones , who lived in Memphis during the war, was probably a witness. The city hospitals filled up with men and the few women and children who were on board, victims of severe burns from steam and fire, exposure and hypothermia. Evansville Daily Journal, May 5, Senator-elect from Arkansas, had been awakened by the boiler explosion. He was rescued by a passing steamer. Maverty, came from Lebanon, Indiana, west of Indianapolis. Maverty, who survived incarceration at Andersonville and Cahaba, was an invalid in a wheelchair when he wrote a graphic account of the disaster before his death in Grown men were seen weeping profusely as they floated among dead comrades and severed body parts. Veterans of Gettysburg and Chickamauga thought the sight was worse than things they had seen on the battlefield. A number of the victims and survivors came from Henry County, Indiana. Most victims, however, were buried in Memphis. Though no one was ever prosecuted for the disaster and investigations pinned the explosion on carelessness, one theory sprouted up right away: Louis in , aged 22, and also lived around Vicksburg. Ironically, Courtenay sold fire and marine insurance in St. Louis and even served as sheriff of St. Louis County in In , Courtenay invented the coal torpedo, a hollow iron casting loaded with explosives and disguised inside a clump of hardened coal dust. Navy vessels were actually blown up by coal torpedoes, including one in the Brooklyn Navy Yard in After the war, Courtenay traveled overseas and tried to sell his deadly invention to foreign governments, with no success. Louden may have been bluffing, and the evidence is not totally convincing, especially since some of the passengers aboard the steamboat were ex-Confederates headed home to Kentucky and Tennessee. The ever-meandering Mississippi has moved two miles east since , placing the site of the worst maritime disaster in U. Though the memory of many was consigned forever to the restless river, the lights finally went out on January 9, , with the death of year-old Albert Norris. Though he was one of the closest to the blast, he lived the longest to tell the tale. Albert Norris of Ohio, last survivor of

the Sultana, died in

Chapter 2 : Titanic: The designer, owner, officer and lookout - BBC News

A seventeen-year-old aristocrat falls in love with a kind but poor artist aboard the luxurious, ill-fated R.M.S. Titanic.

And did they have gorgeous sweaty sex in the backseat of a Renault? The answers to these questions are: Like Rose, Beatrice was the daughter of wealthy socialites and defied her parents to pursue a career as an artist. Then, when she was 90, she took up writing. Sheryl Reiter There were two Roses who were and who survived the sinking: She the only woman and the only passenger to be pulled from the water and survive – the rest were crew. Sadly, her two sons died in the water. She and Mrs Stone were rescued by the Carpathia in lifeboat 6. But what about Jack Dawson? He had grown up in the notorious Monto tenements slums of Dublin and when he was twenty he escaped by joining the Royal Army Medical Corps. He was posted to Netley, one of the largest military hospitals in England – just three miles from Southampton. After leaving the Army, Dawson joined Priest in the boiler room of the Majestic, before they both signed on for the maiden voyage of the Titanic. The card was found on his body the next day. His friend John Priest survived; but tragically his sister Nellie lost her sweetheart. Did her heart go on? We will never know. Dawson was buried in Nova Scotia where he rested in relative obscurity before finding world fame 85 years later after the release of the film. So Jack could have survived for up to an hour, as he was young and fit and not trying to swim – people who move around in the water lose heat much faster. As she sets out to save the world, she finds herself at the forefront of events that shaped the early twentieth century. Ultimately she returns to her homeland to serve as a nurse in the Irish Civil War. Will Kitty accept that before she can save everyone else, she needs to find a way to save herself? Or will the sins of her past stop her from pursuing her own happiness?

Chapter 3 : Nazi Titanic (TV Movie) - IMDb

The Titanic was a luxury vessel and the largest moveable man-made object of its time. It sank on April 15, off the coast of Newfoundland in the North Atlantic.

Then orchestrated by J. On April 10, the Titanic, largest and most luxurious ship afloat, left Southampton, England on her maiden voyage to New York City. Just before the launch hundreds had cancelled their tickets – including the owner of this prestigious vessel, J. Inexplicably fitted with insufficient lifeboats, well able to survive a frontal collision with any obstacle, carrying the colored distress flares, in calm seas with excellent visibility, the Titanic side swiped an iceberg at You can read everything about these strange "coincidences" here. Was the Titanic deliberately sunk? Two days after the disaster Morgan was found to be in good health in the south of France. This fact alone condemns the official Titanic story. P Morgan also had several very valuable Bronze statues taken off the Titanic just an hour before it set sail?? Why would he have done that? Many of these wealthy industrialists would later found the Federal Reserve Bank and make a fortune from the unprecedented slaughter of the First World War. Amongst those on board were many industrialists heading to America to try and stop the establishment of the Federal Reserve Bank. These powerful men opposed the competitive ventures of the Morgans, Rothschilds and the Rockerfellers. Had they lived they would have used their wealth and influence to block the Fed and oppose World War 1. The Olympic had been previously damaged in a collision, essentially making it an insurance write-off, and had been switched with the Titanic and deliberately sunk as part of an elaborate insurance fraud. Conspiracy theorists believe that many of the proprietors of the Federal Reserve were part of an Illuminati, a group of enlightened ones behind a New World Order in charge of overseeing certain events to establish themselves in places of power. In , seven men met on Jekyll island just off the coasts of Georgia to plan the Federal Reserve Bank. Meaning that he was not a priest, but a Jesuit of the short robe. Theorists believe that J. Morgan was also a Jesuit and put Smith in charge of captaining the Titanic as well as being responsible for its construction. Those in belief of the theory state that Jesuits served their order via profession and that both Morgan and Smith were in on the plan. Smith had navigated the waters of the Atlantic for 26 years and was regarded as the master of the icy waters that the Titanic would traverse. Those who support the theory believe that the Titanic tragedy was planned from the beginning. From the insufficient number of lifeboats, to the distress flares being shot off the boat being the wrong color, suggesting a party rather than distress. Theorists believe that the sacrifice of innocent and the deaths of over a thousand individuals was a planned, casualties of a war aimed at changing how the country and the world would operate. The whole world knows what happened on the night of April 14, and how the Titanic shipwreck became one of the events that changed the world. Notice the Federal Reserve was established soon after the disaster of the Titanic. Those who opposed the creation of the Federal Reserve all died with the Titanic. Dear Friends, HumansAreFree is and will always be free to access and use. If you appreciate my work, please help me continue. Subscribe for daily articles:

Chapter 4 : Titanic (film) - Wikipedia

Nazi Titanic is the amazing and unknown story of one of the most bizarre chapters of WWII. In the middle of the war, Nazi propaganda minister Joseph Goebbels, who was fascinated by the Titanic, decided to make a movie based on the sinking of the ship.

Shabina October 22, 78 Comments Titanic II ship is the much expected and awaited ship around the world. It was due in but the developer cancelled it by It was first announced by the Australian billionaire Clive Palmer in April, The construction of Titanic II ship was delayed and the final launch date was set to and again final launch date changed. Earlier the launch date was set to when it was first announced. In recent press conference by the billionaire Clive Palmer, the launch date again scheduled to It will be considered as one of the most expensive cruise ships in the world. Expected Release Date In the first announcement, the developer set the launch date In , the company again delayed the launch date to year due to some reasons. In recent press conference by the billionaire Clive Palmer, the launch date of Titanic II ship is set to A large number of passengers are waiting for titanic release date and we too! Financial Issues In past, the construction of Titanic II ship was halted due to financial crisis and issues. In October press conference, Clive Palmer announced that the construction of the titanic replica is resumed and scheduled to launch in Again, they scheduled the launch to However, in recent press conference, Clive Palmer announced the launch date to and the construction work is resumed. In recent press conference, the company announced that, the maiden voyage route will be from Dubai to Southampton. Later on, the cruise will take the historic route of the original Titanic ship between England and the US. A lot of people shown their interest in purchasing Titanic 2 ship tickets. Photographs Released Blue Star Line has released the photographs of the expected cruise ship. The photographs are given below. Updates on October 22, Based on latest news about Titanic II ship, it will carry almost exactly the same number of passengers and crew to make it more original. However, the safety features and navigation system will be modern and plenty of lifeboats. The maiden voyage is schedule in However, a Chinese company is building a replica of Titanic ship. We are looking for more information from their part. We will update more news soon. Updates on April 18, We have tried to collect more information regarding Titanic II Ship, but there is no more updates from the official website or any other source. As per information gathered online, we have found that, the construction of Titanic II ship is going on in full swing since

Chapter 5 : Wisconsin in three centuries,

Great mysteries of the Titanic.. and the woman who claimed she was a child survivor has been calendrierdelascience.com NOW!!!! The documentary was narrated by actor David McCallum and began with a.

Bruce Ismay , and the American financier J. The White Star Line faced an increasing challenge from its main rivals Cunard , which had recently launched the Lusitania and the Mauretania –the fastest passenger ships then in service– and the German lines Hamburg America and Norddeutscher Lloyd. Ismay preferred to compete on size rather than speed and proposed to commission a new class of liners that would be larger than anything that had gone before as well as being the last word in comfort and luxury. Teutonic was replaced by Olympic while Majestic was replaced by Titanic. Cost considerations were relatively low on the agenda and Harland and Wolff was authorised to spend what it needed on the ships, plus a five percent profit margin. Bruce Ismay and other White Star Line executives. Ismay approved the design and signed three "letters of agreement" two days later, authorising the start of construction. Titanic was based on a revised version of the same design and was given the number 5401. From top to bottom, the decks were: The Boat Deck, on which the lifeboats were housed. The bridge stood 8 feet 2 inches above the waterline. The wheelhouse stood directly behind and above the bridge. The entrance to the First Class Grand Staircase and gymnasium were located midships along with the raised roof of the First Class lounge, while at the rear of the deck were the roof of the First Class smoke room and the relatively modest Second Class entrance. The wood-covered deck was divided into four segregated promenades: Lifeboats lined the side of the deck except in the First Class area, where there was a gap so that the view would not be spoiled. It was reserved exclusively for First Class passengers and contained First Class cabins, the First Class lounge, smoke room, reading and writing rooms and Palm Court. More First Class passenger accommodations were located here with six palatial staterooms cabins featuring their own private promenades. Both were run by subcontracted chefs and their staff; all were lost in the disaster. The Second Class smoking room and entrance hall were both located on this deck. The raised forecastle of the ship was forward of the Bridge Deck, accommodating Number 1 hatch the main hatch through to the cargo holds , numerous pieces of machinery and the anchor housings. The forecastle and Poop Deck were separated from the Bridge Deck by well decks. It included both well decks; the aft one served as part of the Third Class promenade. Crew cabins were housed below the forecastle and Third Class public rooms were housed below the Poop Deck. In between were the majority of First Class cabins and the Second Class library. An open space was provided for Third Class passengers. First, Second and Third Class passengers had cabins on this deck, with berths for firemen located in the bow. Along its length ran a long passageway nicknamed Scotland Road , in reference to a famous street in Liverpool. Scotland Road was used by Third Class passengers and crew members. The Third Class dining saloon was located here, as were the swimming pool, Turkish bath and kennels. The squash court was located here along with the traveling post office where letters and parcels were sorted ready for delivery when the ship docked. Food was also stored here. The deck was interrupted at several points by orlop partial decks over the boiler, engine and turbine rooms. This area of the ship was occupied by the engine and boiler rooms, areas which passengers would have been prohibited from seeing. They were connected with higher levels of the ship by flights of stairs; twin spiral stairways near the bow provided access up to D Deck. The furnaces required over tons of coal a day to be shovelled into them by hand, requiring the services of firemen working around the clock. From there it passed into a surface condenser , to increase the efficiency of the turbine and so that the steam could be condensed back into water and reused. There were three, one for each engine; the outer or wing propellers were the largest, each carrying three blades of manganese-bronze alloy with a total diameter of 43 feet 6 inches. Eleven vertically closing watertight doors could seal off the compartments in the event of an emergency. Two steam-powered steering engines were installed though only one was used at any one time, with the other one kept in reserve. They were connected to the short tiller through stiff springs, to isolate the steering engines from any shocks in heavy seas or during fast changes of direction. The main water supply was taken aboard while Titanic was in port, but in an emergency the ship could also distil fresh water from seawater, though this was not a straightforward process as the distillation

plant quickly became clogged by salt deposits. A network of insulated ducts conveyed warm air, driven by electric fans, around the ship, and First Class cabins were fitted with additional electric heaters. The service maintained a hour schedule, primarily sending and receiving passenger telegrams, but also handling navigation messages including weather reports and ice warnings. A soundproofed "Silent Room", next to the operating room, housed loud equipment, including the transmitter and a motor-generator used for producing alternating currents. This transmitter was one of the first Marconi installations to use a rotary spark gap, which gave Titanic a distinctive musical tone that could be readily distinguished from other signals. An elevated T-antenna that spanned the length of the ship was used for transmitting and receiving. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. April Learn how and when to remove this template message The passenger facilities aboard Titanic aimed to meet the highest standards of luxury. In addition, her capacity for crew members exceeded , as most documents of her original configuration have stated that her full carrying capacity for both passengers and crew was approximately 3, Her interior design was a departure from that of other passenger liners, which had typically been decorated in the rather heavy style of a manor house or an English country house. For an extra cost, first-class passengers could enjoy the finest French haute cuisine in the most luxurious of surroundings. They reflected the improved standards which the White Star Line had adopted for trans-Atlantic immigrant and lower-class travel. On most other North Atlantic passenger ships at the time, Third Class accommodations consisted of little more than open dormitories in the forward end of the vessels, in which hundreds of people were confined, often without adequate food or toilet facilities. The White Star Line had long since broken that mould. As seen aboard Titanic, all White Star Line passenger ships divided their Third Class accommodations into two sections, always at opposite ends of the vessel from one another. The established arrangement was that single men were quartered in the forward areas, while single women, married couples and families were quartered aft. In addition, while other ships provided only open berth sleeping arrangements, White Star Line vessels provided their Third Class passengers with private, small but comfortable cabins capable of accommodating two, four, six, eight and 10 passengers. This was supplemented by the addition of a smoking room for men and a General Room on C Deck which women could use for reading and writing. Although they were not as glamorous in design as spaces seen in upper class accommodations, they were still far above average for the period. Leisure facilities were provided for all three classes to pass the time. As well as making use of the indoor amenities such as the library, smoking rooms, and gymnasium, it was also customary for passengers to socialise on the open deck, promenading or relaxing in hired deck chairs or wooden benches. A passenger list was published before the sailing to inform the public which members of the great and good were on board, and it was not uncommon for ambitious mothers to use the list to identify rich bachelors to whom they could introduce their marriageable daughters during the voyage. Built of solid English oak with a sweeping curve, the staircase descended through seven decks of the ship, between the Boat Deck to E deck, before terminating in a simplified single flight on F Deck. It has been suggested that during the real event, the entire Grand Staircase was ejected upwards through the dome. The Sea Post Office on G Deck was manned by five postal clerks; three Americans and two Britons, who worked 13 hours a day, seven days a week sorting up to 60, items daily. In addition, there was a considerable quantity of regular cargo, ranging from furniture to foodstuffs, and a Renault Type CE Coupe de Ville motor car. It is estimated that the ship used some tons of coal whilst in Southampton, simply generating steam to operate the cargo winches and provide heat and light. Those on the starboard side were odd-numbered 1â€”15 from bow to stern, while those on the port side were even-numbered 2â€”16 from bow to stern. There were no davits to lower them and their weight would make them difficult to launch by hand. Titanic had 16 sets of davits, each able to handle four lifeboats. Harland and Wolff had to demolish three existing slipways and build two new ones, the largest ever constructed up to that time, to accommodate both ships. It accommodated a number of mobile cranes. A separate floating crane, capable of lifting tons, was brought in from Germany. They were designed essentially as an enormous floating box girder , with the keel acting as a backbone and the frames of the hull forming the ribs. They terminated at the bridge deck B Deck and were covered with steel plates which formed the outer skin of the ships. Above that point they were laid in the "in and out" fashion, where strake plating was applied in bands the "in strakes"

with the gaps covered by the "out strakes", overlapping on the edges. Commercial oxy-fuel and electric arc welding methods, ubiquitous in fabrication today, were still in their infancy; like most other iron and steel structures of the era, the hull was held together with over three million iron and steel rivets, which by themselves weighed over 1, tons. They were fitted using hydraulic machines or were hammered in by hand. The anchors themselves were a challenge to make with the centre anchor being the largest ever forged by hand and weighing nearly 16 tons. From there it was shipped by rail to Fleetwood in Lancashire before being loaded aboard a ship and sent to Belfast. For the 15, men who worked at Harland and Wolff at the time, [90] safety precautions were rudimentary at best; a lot of the work was dangerous and was carried out without any safety equipment like hard hats or hand guards on machinery. As a result, deaths and injuries were to be expected. Six people died on the ship herself while she was being constructed and fitted out, and another two died in the shipyard workshops and sheds. Bruce Ismay and , onlookers. The most noticeable exterior difference was that Titanic and the third vessel in class, Britannic had a steel screen with sliding windows installed along the forward half of the A Deck promenade. This was installed as a last minute change at the personal request of Bruce Ismay, and was intended to provide additional shelter to first class passengers. These changes made Titanic slightly heavier than her sister, and thus she could claim to be the largest ship afloat. The work took longer than expected due to design changes requested by Ismay and a temporary pause in work occasioned by the need to repair Olympic, which had been in a collision in September Had Titanic been finished earlier, she might well have missed her collision with an iceberg.

Chapter 6 : Titanic - calendrierdelascience.com

Was the Titanic deliberately sunk? 1. Notorious banker J.P Morgan, architect of the equally notorious Federal Reserve Bank and owner of the White Star Line, was scheduled to be on the Titanic's maiden voyage, but mysteriously canceled at the last minute, "due to ill health".

Modern Life and the Growth of Industry Politics Since The Growing Tasks of Government Literature and the Fine Arts Go to Book Written by a school teacher, this history was apparently aimed at young people of high school age, and contains many brief stories and a number of photos. Brown Smith, William Rudolph Go to Vol 1 Go to Vol 3 Although the title of this work refers to a three-part history, only two volumes were completed. The author had been a lawyer and politician from Philadelphia when he was appointed adjutant general of Wisconsin Territory by President Van Buren in He moved to Mineral Point and served in several offices in the territorial and state governments. He also served as the first president of the State Historical Society, and prepared this history at the direction of the state legislature. Volume 1 may have been the first full history of Wisconsin ever published. The footnotes seem to indicate that he derived most of the information from just a small number of sources. The notes within the Table of Contents at the beginning of the volume provide an extremely detailed guide to the volume. I, commencing with the early history of the Mississippi valley, and dealing quite fully with the French regime, takes the story of Wisconsin down to the organization of the territory ; there are numerous and copious notes on details, chiefly documentary. III is a compilation of documents, beginning with translations from those portions of the Jesuit relations touching on Wisconsin history, and closing with a history of the Milwaukee and Rock River canal Go to Book Volume 3 of a 6 volume set. The other volumes are unavailable. The French Regime in Wisconsin Madison: Go to Vol 1 Go to Vol 2 Go to Vol 3 In the years prior to publication of these 3 volumes the Wisconsin Historical Society obtained funding to carry out research in the Paris archives, in order to locate all documents significant for the history of the French regime in the Northwest. That funding also covered translation into English of documents important for Wisconsin history. The three volumes found here contain, in chronological order and in English, all those documents significant for the history of the French regime in Wisconsin. Adult readers should not overlook this informative and interesting introduction to Wisconsin history. There are a number of fine drawings throughout. One of the very best books in the useful Story of the States, edited by Elbridge S. Especially rich in its handling of the period under French and English domination. Thwaites was the director of the Wisconsin Historical Society, an experienced newspaper editor, and a very knowledgeable historian. This survey of Wisconsin history was intended as an introduction to the subject for the general reader.

Chapter 7 : Titanic: the Indian connection - calendrierdelascience.com

A wordsearch with words relating to the features of the Titanic. Titanic Timeline Activity This is a jumbled up timeline of the events of the Titanic. Pupils have to cut out and put in chronological order. Titanic Crossword A crossword with clues relating to the Titanic. Titanic Crossword Another.

They recover a safe containing a drawing of a young woman wearing only the necklace dated April 14, , the day the ship struck the iceberg. Distraught over the engagement, Rose considers suicide by jumping from the stern; Jack Dawson, a penniless artist, intervenes and discourages her. Discovered with Jack, Rose tells a concerned Cal that she was peering over the edge and Jack saved her from falling. When Cal becomes indifferent, she suggests to him that Jack deserves a reward. He invites Jack to dine with them in first class the following night. Jack and Rose develop a tentative friendship, despite Cal and Ruth being wary of him. Following dinner, Rose secretly joins Jack at a party in third class. Lovejoy, and have sex in an automobile inside the cargo hold. On the forward deck, they witness a collision with an iceberg and overhear the officers and designer discussing its seriousness. Cal puts the necklace in his own coat pocket. With the ship sinking, Rose flees Cal and her mother, who has boarded a lifeboat, and frees Jack. On the boat deck, Cal and Jack encourage her to board a lifeboat; Cal claims he can get himself and Jack off safely. After Rose boards one, Cal tells Jack the arrangement is only for himself. As her boat lowers, Rose decides that she cannot leave Jack and jumps back on board. After using up his ammunition, Cal realizes he gave his coat and consequently the necklace to Rose. He later boards a collapsible lifeboat by carrying a lost child. After braving several obstacles, Jack and Rose return to the boat deck. The lifeboats have departed and passengers are falling to their deaths as the stern rises out of the water. The ship breaks in half, lifting the stern into the air. Jack and Rose ride it into the ocean and he helps her onto a wooden panel buoyant enough for only one person. He assures her that she will die an old woman, warm in her bed. Jack dies of hypothermia [8] but Rose is saved. Rose says she later read that Cal committed suicide after losing all his money in the Wall Street Crash of 1929. Alone on the stern of Keldysh, Rose takes out the Heart of the Ocean "in her possession all along" and drops it into the sea over the wreck site. While she is seemingly asleep or has died in her bed, [9] photos on her dresser depict a life of freedom and adventure inspired by the life she wanted to live with Jack. Leonardo DiCaprio as Jack Dawson: Cameron said he needed the cast to feel as though they were really on the Titanic, to relive its liveliness, and "to take that energy and give it to Jack, [He wins two tickets onto the RMS Titanic in a poker game and travels as a third-class passenger with his friend Fabrizio. He is attracted to Rose at first sight and meets her when she contemplates throwing herself off the stern of the ship. Cameron said, "He read it once, then started goofing around, and I could never get him to focus on it again. But for one split second, a shaft of light came down from the heavens and lit up the forest. Dawson was Joseph Dawson, who shoveled coal in the bowels of the ship. Cameron said Winslet "had the thing that you look for" and that there was "a quality in her face, in her eyes," that he "just knew people would be ready to go the distance with her". She sent Cameron daily notes from England, which led Cameron to invite her to Hollywood for auditions. When looking for a Rose, Cameron described the character as "an Audrey Hepburn type" and was initially uncertain about casting Winslet even after her screen test impressed him. He is arrogant and snobbish, and the heir to a Pittsburgh steel fortune. The part was originally offered to Matthew McConaughey , [12] and Rob Lowe has also gone on the record as having pursued it. She loves her daughter but believes that social position is more important than having a loving marriage. Gloria Stuart as Rose Dawson Calvert: Rose narrates the film in a modern-day framing device. Cameron stated, "In order to see the present and the past, I decided to create a fictional survivor who is [close to] years, and she connects us in a way through history. She tells the story of her time aboard the ship, mentioning Jack for the first time since the sinking. At 87, Stuart had to be made up to look older for the role. She was sent out on a mission to find retired actresses from the Golden Age of the thirties and forties. A treasure hunter looking for the "Heart of the Ocean" in the wreck of the Titanic in the present. Time and funding for his expedition are running out. Suzy Amis as Lizzy Calvert: Danny Nucci as Fabrizio De Rossi: David Warner as Spicer Lovejoy: He dies when the Titanic splits in half, causing him to

fall into a massive opening. Warner had appeared in the TV miniseries *S. Jason Barry* as Thomas "Tommy" Ryan: An Irish third-class passenger who befriends Jack and Fabrizio. Tommy is killed when he is accidentally pushed forward and shot by a panicked First Officer Murdoch. Historical characters Although not intended to be an entirely accurate depiction of events, [23] the film includes portrayals of several historical figures: Kathy Bates as Margaret "Molly" Brown: Brown is looked down upon by other first-class women, including Ruth, as "vulgar" and "new money". She is friendly to Jack and lends him a tuxedo bought for her son when he is invited to dinner in the first-class dining saloon. Despite Brown being a real person, Cameron decided not to portray her real-life actions. Molly Brown was dubbed "The Unsinkable Molly Brown" by historians because she, with the support of other women, commandeered Lifeboat 6 from Quartermaster Robert Hichens. Victor Garber as Thomas Andrews: After the collision, he tries to convince the others, particularly Ismay, that it is a "mathematical certainty" that the ship will sink. He is depicted during the sinking of the ship as standing next to the clock in the first-class smoking room, lamenting his failure to build a strong and safe ship. Although this has become one of the most famous legends of the sinking of the Titanic, this story, which was published in a book *Thomas Andrews: Shipbuilder* and therefore perpetuated, came from John Stewart, a steward on the ship who in fact left the ship in boat no. Andrews was last seen leaving the ship at the last moment. Smith planned to make the Titanic his final voyage before retiring. There are conflicting accounts as to whether he died in this manner or later froze to death in the water near the capsized collapsible lifeboat "B". Ismay is portrayed as a rich, ignorant upper-class man. In the film, he uses his position as White Star Line managing director to influence Captain Smith to go faster with the prospect of an earlier arrival in New York and favorable press attention; while this action appears in popular portrayals of the disaster, it is unsupported by evidence. Ismay later boards Collapsible C one of the last lifeboats to leave the ship just before it is lowered. He was branded a coward by the press and public for surviving the disaster while many women and children had drowned. A first-class passenger whom Rose correctly calls the richest man on the ship. The film depicts Astor and his year-old wife Madeleine Charlotte Chatton as being introduced to Jack by Rose in the first-class dining saloon. During the introduction, Astor asks if Jack is connected to the "Boston Dawsons", a question Jack neatly deflects by saying that he is instead affiliated with the Chippewa Falls Dawsons. Astor is last seen as the Grand Staircase glass dome implodes and water surges in. Michael Ensign as Benjamin Guggenheim: A mining magnate traveling in first-class. He shows off his French mistress Madame Aubert Fannie Brett to his fellow passengers while his wife and three daughters wait for him at home. When Jack joins the other first-class passengers for dinner after his rescue of Rose, Guggenheim refers to him as a "bohemian". He is seen in the flooding Grand Staircase during the sinking, saying he is prepared to go down as a gentleman. Jonathan Evans-Jones as Wallace Hartley: As the final plunge begins, he leads the band in a final performance of *Nearer, My God, to Thee*, to the tune of *Bethany*, [29] [30] and dies in the sinking. Before he dies, he tries to get the boats to return to the sinking site to rescue passengers by blowing his whistle. After he freezes to death, Rose uses his whistle to attract the attention of Fifth Officer Lowe, which leads to her rescue. The officer who is put in charge of the bridge on the night the ship struck the iceberg. During a rush for the lifeboats, Murdoch shoots Tommy Ryan as well as another passenger in a momentary panic, then commits suicide out of guilt. This guy had half of his lifeboats launched before his counterpart on the port side had even launched one. That says something about character and heroism. The film depicts Lightoller informing Captain Smith that it will be difficult to see icebergs without breaking water. He is seen brandishing a gun and threatening to use it to keep order. He can be seen on top of Collapsible B when the first funnel collapses. Lightoller was the most senior officer to have survived the disaster. The officer in charge of firing flares and manning Lifeboat 2 during the sinking. He is shown on the bridge wings helping the seamen firing the flares. The film depicts Lowe rescuing Rose. The film depicts Moody admitting Jack and Fabrizio onto the ship only moments before it departs from Southampton. Moody is later shown following Mr. He is last seen clinging to one of the davits on the starboard side after having unsuccessfully attempted to launch collapsible A.

From the end of the 19th century to the beginning of World War II, the shipping route across the Atlantic was extremely popular, driven by waves of European emigrants from all parts of Europe to.

Chapter 9 : Wisconsin General History

The Sultana: Titanic of the Mississippi February 24, Stephen J. Taylor When the "Grand Arsonist of the Republic," General William Tecumseh Sherman, addressed a room full of cadets at Michigan Military Academy in , he coined a famous anti-war quote.