



The *Sinking* of the RMS Titanic Was a
Hoax

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PART ONE:

1985/1997



THE SINKING of the RMS Titanic was one of the most traumatic events that the post mud flood world had ever experienced, particularly in the years leading up to the first World War, but even long afterwards. And you already know the story. It involves a ship which not even God could sink, but then collided with an iceberg on its maiden voyage, resulting in a heavy yet completely unnecessary and totally avoidable loss of life. Our writers of history have hammered these plot points out repeatedly, and to each successive generation, because it makes for the perfect **psychodrama**. Really, this was the Intel community at their finest. The brightest and wealthiest of minds were involved. We're talking a top-notch production with a resplendent cast. They simply don't write these psyps like they used to.

Every memorable performance needs a good punchline, and the 1912 Titanic movie most certainly has one. You've heard it said dozens of times before, and in fact, if you were paying attention, I've already mentioned it in the first paragraph. "Not even God could sink this ship." I'll have you know that line has been attributed to multiple passengers, including everyone from chief designer **Thomas Andrews** and **Captain Smith** to White Star Chairman **Bruce Ismay** or any number of Titanic's crewmen and shipyard workers. In the *Titanic* movie, **James Cameron** has Rose's fiancée, played by **Billy Zane**, make the claim. *Ridiculous*. They probably all said it. Every last one of them. I wouldn't doubt it. After all,

it *was* the best quip in the Intel script of 1912, and everybody wanted to be the actor remembered for it.

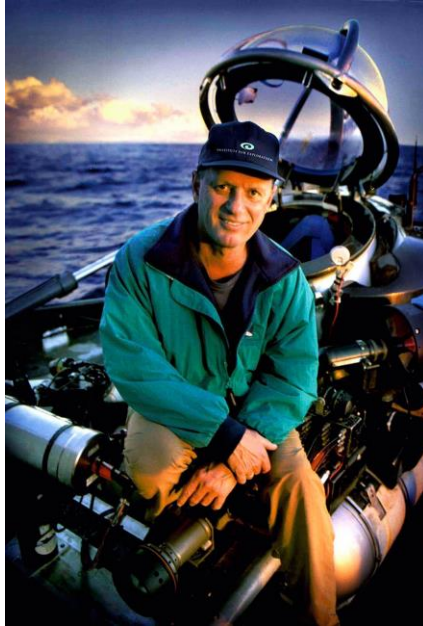


For the following *so many* pages, you'll have to try your darndest to fend the indoctrination off, especially now that you've sung the Celine Dion song in the shower. The Titanic's final passage to the ocean floor was an elaborate hoax. But you knew that already. It's in the title. And I know what you're thinking. As I write these words, there is a *reported* shipwreck at the bottom of the Atlantic. Its coordinates are 41.726931° N and -49.948253° W. Its depth: 12,500 feet. *Oh*, I know. They have photographs to prove it, courtesy of Hollywood, National Geographic, and the Navy. Regardless, what I am trying to tell you is that there may be plenty of shipwrecks all over the world, but the Titanic is certainly not one of them. It arrived safely at dock.

This is another one of those papers that I initially covered a couple of years ago. I'm dusting it off from the shelf because I have some new information to share, but also because I'm weary of everyone coming to *The Unexpected Cosmology* and claiming that it's sinking had something to

do with the Rothschild's formation of the Federal Reserve, or that the Titanic was swapped out for her sister ship, and that it is the Olympic sitting upon the ocean floor. Neither are correct. Those are conspiracy theories which are probably spoon fed to us by the Intel community to keep the psyop afloat when in fact the entire episode was a staged performance.





THE YEAR was 1985 when *Titanic's* Wreckage was finally located by someone named **Robert Ballard**. That's really where our investigation into the sinking needs to begin—with its discovery. Discredit one hoax and you will be sure to find that its sinking story is another. Try to understand what I am saying. There was never anything to discover at the bottom of the ocean. We shall get to know him somewhat better then.

Early life

Ballard grew up in Pacific Beach, San Diego, California to a mother of German heritage and a father of British heritage.^[2] He has attributed his early interest in underwater exploration to watching (Ballard is dyslexic)^[3] the Disney adaptation of the 1870 Jules Verne novel *Twenty Thousand Leagues Under the Sea*.^[4] living by the ocean in San Diego, and his fascination with the groundbreaking expeditions of the bathyscaphe *Trieste*.^[citation needed]

Right away, The Wikipedia tells us that his interest in underwater exploration was due to his love of reading **Jules Verne**, and that's rather odd, don't you think? Why not write Wiki articles on people who run home security businesses while we're at it and tell everyone they were

inspired by childhood viewings of *Home Alone*? It probably has something more to do with the Verne connection than anything else.

If Verne's stories inspired so many "discoverers" of the *official* narrative, and we hear this often enough, it's because they encrypted Masonic and Rosicrucian secrets and sacred symbolism into the text. Not surprising at all that the Apollo moon landing missions called for *literal* inspiration from Verne's 'From the Earth to the Moon'. Some have argued that Verne's 'The Underground City' follows the steps of initiation into Freemasonry: preparation, voyage to the beyond, and rebirth. Verne displayed knowledge of the higher masonic grades which are only made available to a mason. And *that* is why he is so often quoted publicly. Verne is one of the ways in which spooks pass notes in class.

In 1965, Ballard graduated from the [University of California, Santa Barbara](#), earning undergraduate degrees in chemistry and geology. While a student in Santa Barbara, California, he joined Sigma Alpha Epsilon fraternity, and also completed the US Army's ROTC program, giving him an Army officer's commission in [Army Intelligence](#). His first graduate degree (MS, 1966) was in geophysics from the [University of Hawaii's Institute of Geophysics](#) where he trained porpoises and whales. Subsequently, he returned to Andreas Rechnitzer's Ocean Systems Group at [North American Aviation](#).^[citation needed]

Next, we read how Robert Ballard was commissioned directly out of ROTC into Army **Intelligence**. Jules Verne was above suspicion, but this latest tidbit is a deal breaker. **The Titanic was discovered by the Intel Department**. *Sure*. Of course, it was. Probably nothing more to see here. Even more surprising though is their confession to Intel's part in this little operation. While it is true that most would never think or dream the psyop would be pitted against them, and by their own Government, I'm leaning more towards the likelihood that his part in Intel slipped at some point and they're playing it off like it's nothing. That fact is kind of just thrown in there and then never mentioned again.

Marine archaeology

While Ballard had been interested in the sea since an early age, his work at [Woods Hole](#) and his [scuba diving](#) experiences off [Massachusetts](#) spurred his interest in shipwrecks and their exploration. His work in the Navy had involved assisting in the development of small, unmanned submersibles that could be tethered to and controlled from a surface ship, and were outfitted with lighting, cameras, and manipulator arms. As early as 1973, he saw this as way of searching for the wreck of the *Titanic*. In 1977, he led his first expedition, which [was unsuccessful](#).^[citation needed]

Upon its discovery in 1985, it wasn't just Ballard's placement in Intel that was glossed over. Even the Navy's part was greatly downplayed, making the story of Titanic's discovery an intellectually dishonest one. We would much later come to learn that the entire operation was military funded. It

was nothing more than a Cold War exercise, but are you really surprised? Even here, nearly forty years later, The Wikipedia is attempting to massage the script by claiming Ballard was only using his Navy knowledge to seek out the Titanic on his own. And as early as 1973, mind you. It says he even led his first expedition in 1977, but that much is ridiculous.

“Why is searching for the Titanic ridiculous?” you ask. It’s not. I just caught them in another lie—that’s all. Wouldn’t you like to know what it is? I only know about it because I’ve already managed to read ahead.

Here, I’ll show you.

RMS Titanic

In summer 1985, Ballard was aboard the French research ship *Le Suroît*, which was using the side scan sonar SAR to search for the *Titanic*'s wreck. When the French ship was recalled, he transferred onto a ship from Woods Hole, the *R/V Knorr*. Unbeknownst to some, this trip was financed by the U.S. Navy for secret reconnaissance of the wreckage of two Navy nuclear powered attack submarines, the *USS Scorpion* and the *USS Thresher*, which sank in the 1960s, and not for the *Titanic*.^[8] Back in 1982, he approached the Navy about his new deep sea underwater robot craft, the *Argo*, and his search for the *Titanic*.^[9] The Navy was not interested in financing it. However, they were interested in finding out what happened to their missing submarines and ultimately concluded that *Argo* was their best chance to do so.^[9] The Navy agreed it would finance his *Titanic* search only if he first searched for and investigated the two sunken submarines,^[9] and found out the state of their nuclear reactors after being submerged for such a long time,^[9] and whether their radioactivity was impacting the environment.^[9] He was placed on temporary active duty in the Navy, in charge of finding and investigating the wrecks. After the two missions were completed, time and funding permitting, he was free to use resources to hunt for the *Titanic*.^[9]

Her 1985 discovery was financed by the U.S. Navy for secret reconnaissance of the wreckage of two Navy nuclear powered attack submarines, the *USS Scorpion* and the *USS Thresher*, which sank in the 1960's, and not the Titanic. Also, this was “unbeknownst to some.” Unbeknownst to some—*really?* More like everybody who read about it in the papers. The Media conveniently overlooked the part where this was a Cold War Military exercise. Placing Ballard on a French vessel and then calling it a research ship is *obvious* manipulation. Ballard would later confess the French vessel was only a disguise to fend off any suspicion from Moscow. Another lie. That’s not the lie I had earlier mentioned though.

Read a little further (and in fact the very *next* sentence) and we are told that Ballard approached the Navy about combing the ocean floor for the Titanic in 1982 but the Navy wasn't interested. See what I mean? Didn't the Wikipedia just tell us he searched for the Titanic in 1977 but that the first expedition was unsuccessful? The official narrative must be bipolar. Obviously, his search in 1977 can't very well be true because the Navy did not have him looking for the Titanic yet. Furthermore, the Navy wasn't even interested in financing such a trip, but even that is stacked with more than one lie. All we're being fed are lies.

Argo is an unmanned deep-towed undersea video camera sled developed by Dr. Robert Ballard through Woods Hole Oceanographic Institute's Deep Submergence Laboratory. Argo is most famous for its role in the discovery of the wreck of the RMS *Titanic* in 1985. Argo would also play the key role in Ballard's discovery of the wreck of the battleship *Bismarck* in 1989.



The unmanned vessel which ultimately discovered Titanic was a little guy named Argo. **Fun fact:** Argo is the ship which Jason sailed upon in search of the Golden Fleece, but that's probably not a metaphor for anything. Argo, of course, has its very own article, and there we are told it was developed by Robert Ballard through Woods Hole Oceanographic Institute's Deep Submergence Laboratory. In turn, Hole Oceanographic Institute has its very own Wiki article. *I checked.* Very first sentence, we read the *following*:

“Woods Hole Oceanographic Institute **is a private, nonprofit research and higher education facility** dedicated to the study of marine science and engineering.”

They just keep trying to convince us that Intel has nothing to do with this little side hobby of Ballard's, don't they? Let me see if I understand this right. Ballard developed Argo at a private, nonprofit research facility which was in no way a dummy front for Intel but then had to ask permission from the Navy to use it over the weekend. Did I get that right?

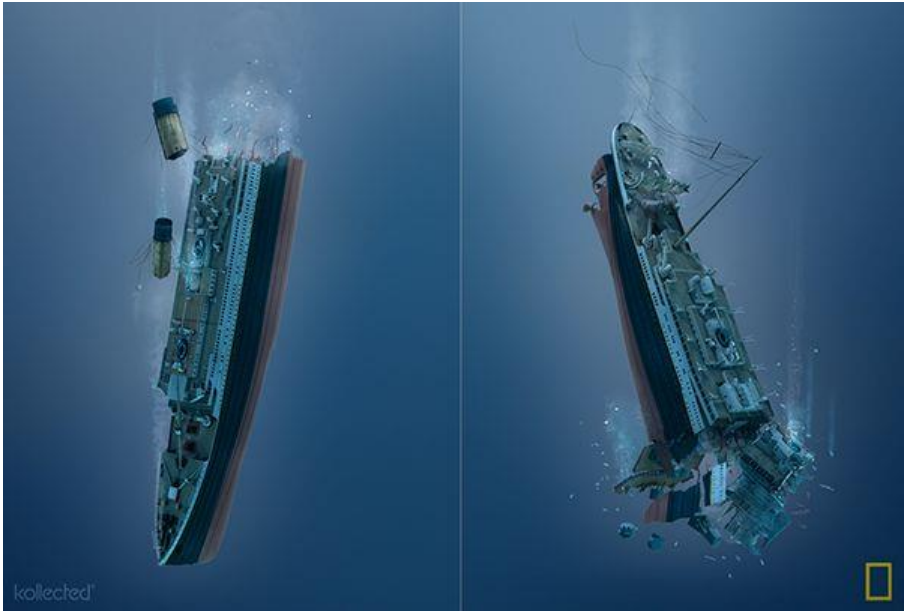


After their missions for the Navy, *Knorr* arrived on site on August 22, 1985,^[10] and deployed *Argo*. When they searched for the two submarines, Ballard and his team discovered that they had imploded from the immense pressure at depth.^[11] It littered thousands of pieces of debris all over the ocean floor.^[11] Following the large trail of debris led them directly to both^[11] and made it significantly easier for them to locate them than if they were to search for the hulls directly.^[11] He already knew that the *Titanic* imploded from pressure as well, much the same way the two submarines did, and concluded that it too must have also left a scattered debris trail.^[11] Using that lesson, they had *Argo* sweep back and forth across the ocean floor looking for the *Titanic*'s debris trail.^[10] They took shifts monitoring the video feed from *Argo* as it searched the ocean floor two miles below.^[citation needed]

You see, there it is. Ballard was allowed to use the Navy's multi-million-dollar equipment for seeking out the *Titanic* wreckage, but only after he had completed his chores in international espionage. That's what they're having us go with and I wasn't making it up. But then we read *this* dribble.

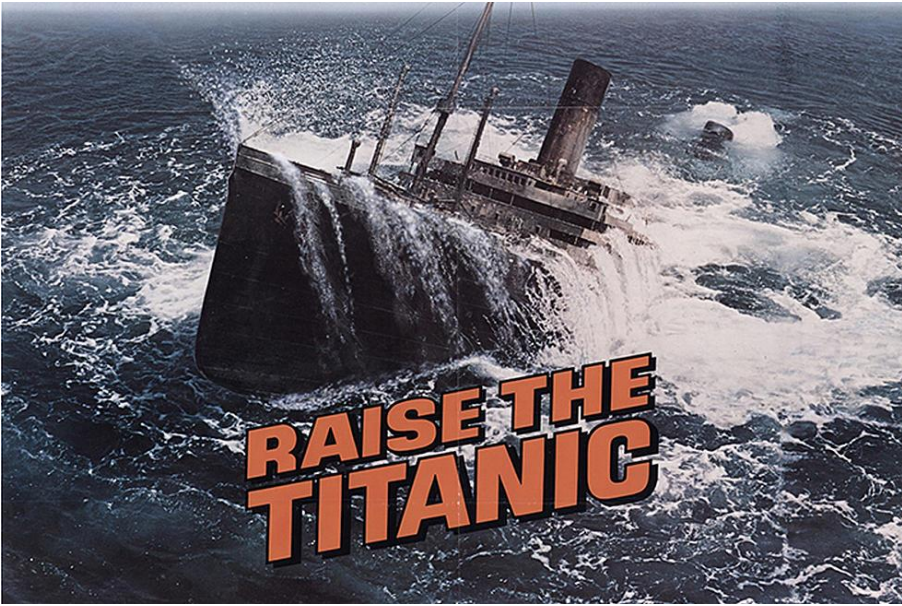
“He already knew that the *Titanic* imploded from pressure as well, much the same way the two submarines did, and concluded that it too must have also left a scattered debris trail.”

What do you mean he already knew that the *Titanic* imploded from pressure as well? How would he *possibly* know that? It says, “using that lesson” he was capable of discovering the wreckage. How is that knowledge in any way necessary? *Ah*, now we're getting somewhere. Now we know *why* the Navy had Ballard studying shipwrecks. Like the moon landing, it was never a race against the Russkies to plant their flag upon something. Intel was simply hoping to pull of another hoax akin to it.



Understand what insight is being passed along to us here. The Titanic was constructed of thousands of one-inch-thick mild steel plates and two million steel and wrought iron rivets. She was sliced in two, and not by the iceberg. It is Ballard who figured that out, even before his discovery, and when no other Titanic researcher could. There is not one single witness who made mention of that apparent fact either. It was not until a decade after Ballard's discovery that **James Cameron** had the fictional character Rose recounting the Titanic being sliced down the middle. Nobody else though. *It's been 84 years...* Still more believable than the 9/11 narrative, but ridiculous all the same.





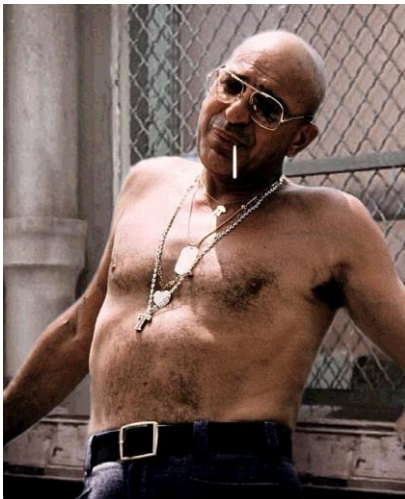
Raise the Titanic! was a 1980 film that had... wait for it.... The RMS Titanic being raised from the Atlantic and towed safely to New York harbor, thereby completing its maiden voyage. They were apparently able to accomplish this wondrous feat of engineering by repairing the punctured holes in its hull and then pumping the ship full of compressed air. In little time, Titanic rocketed to the surface like a submarine. My point being that everybody *assumed* the Titanic was still in one piece as late as 1980, just like any other shipwreck. Also, the plot centers around US Intelligence in a race against the Russkies to recover weaponized minerals from the sunken vessel. Why does that sound familiar? I'm tempted to think the same person is sitting behind the typewriter, fleshing these drafts out.

Jack Grimm's expeditions, 1980–1983 [edit]

On 17 July 1980, an expedition sponsored by Texan oilman Jack Grimm set off from [Port Everglades](#), Florida, in the research vessel *H.J.W. Fay*. Grimm had previously sponsored expeditions to find [Noah's Ark](#), the [Loch Ness Monster](#), [Bigfoot](#), and the giant hole in the [North Pole](#) predicted by the pseudoscientific [Hollow Earth](#) hypothesis. To raise funds for his *Titanic* expedition, he obtained sponsorship from friends with whom he played poker, sold media rights through the [William Morris Agency](#), commissioned a book, and obtained the services of [Orson Welles](#) to narrate a documentary. He acquired scientific support from [Columbia University](#) by donating \$330,000 to the [Lamont–Doherty Geological Observatory](#) for the purchase of a wide-sweep sonar, in exchange for five years' use of the equipment and the services of technicians to support it. Drs. [William B. Ryan](#) of Columbia University and [Fred Spiess](#) of [Scripps Institution of Oceanography](#) in California joined the expedition as consultants.^[21] They nearly stayed ashore when Grimm introduced them to a new consultant – a monkey called Titan, which was trained to point at a spot on the map to supposedly indicate where *Titanic* was. The scientists issued an ultimatum: "It's either us or the monkey." Grimm preferred the monkey, but was prevailed upon to leave it behind and take the scientists instead.^[22]



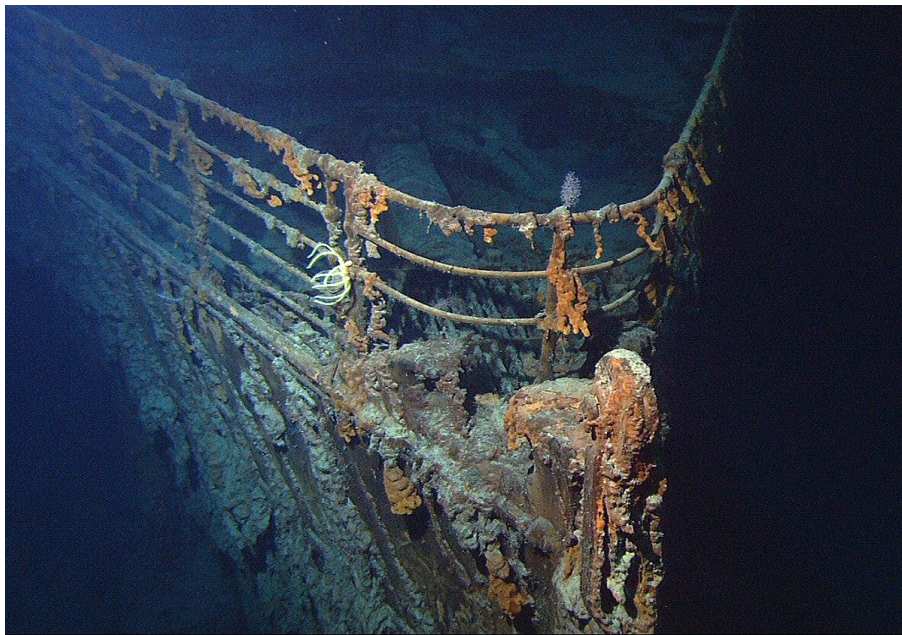
not suspicious. Not to mention **Orson Welles**, one of the greatest Hollywood spooks who ever lived. Other talent included Kansas **Senator William Ryan** and scientific support from the CIA recruiting center, **Columbia University**. And if that's not enough to flag him as an official discreditor, we then read that Grimm employed a monkey called Titan as his consultant. The monkey was trained to point at a spot on the map to indicate where the Titanic lay in ruin.



Grimm's expedition resulted in two consecutive movies, *Search for the Titanic* and *Return to the Titanic*, both released in 1981. Clearly, Intel was gearing up for the main attraction. The only legitimate thing about Grimm's movies is **Telly Savalas'** part in televised hosting duties. Because Telly Savalas was the Morgan Freeman of his day and totally awesome, and there's nothing neither you nor I can do to change that.

Meanwhile, *Raise the Titanic!* was a box-office bomb, raking in \$7 million against an estimated \$40 million budget. *Bummer*. The movie was programming to begin with, *obviously*, but all the same, Intel needed to make its investment back. Producer Lew Grade later remarked, "It would

have been cheaper to lower the Atlantic.” Still too expensive of an option. Best to drop a model of the Titanic in a pond but with an added plot twist. Saw it in half and then erect museums in several cities so that people can pay to look at dinner plates on their family vacation. That-a boy. Make indoctrination profitable again.



Mm-hmm, that's exactly what I'm suggesting. Ballard and Company dropped a model into a lake. Does that really defy logic though? The moon landing was filmed on location at the bomb craters in Arizona but also from a stage at Lookout Mountain for composite imaging. It's not like space walks aren't filmed in that pool they got down there in NASA

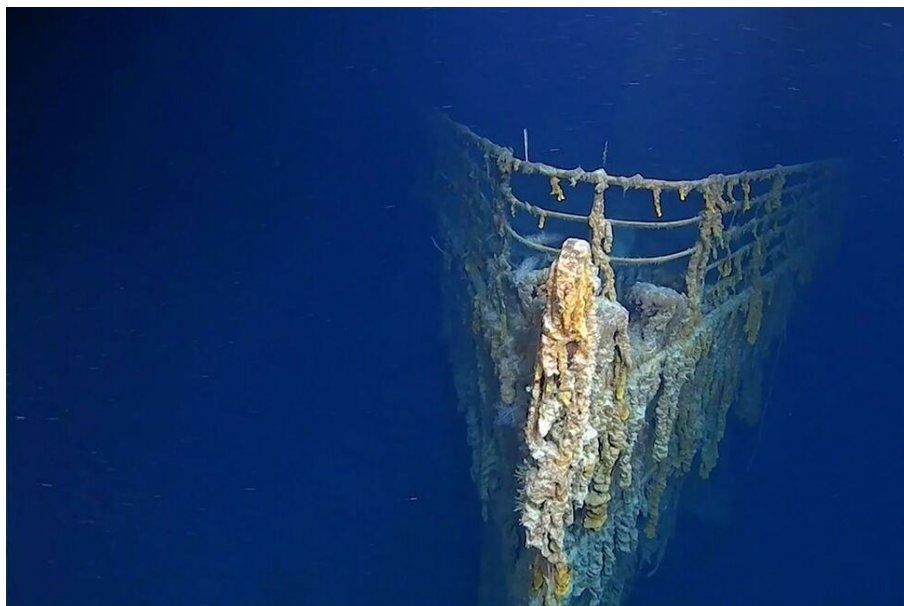
either. The bubbles in space give that way. And just so we're clear, I'm not saying NASA is responsible this time around, as the cleaning bill for the pool would have been a leviathan in the bank.

No, they simply dropped a model in a lake. Does that look like a depth of 12,500 feet to you? At 12,500 feet, the ocean would be blacker than pitch. You couldn't even see your hand in front of your face. The dysphotic zone ends at 1000 meters. Anything deeper is known as the aphotic zone. The aphotic zone is bathed in darkness, with no light to penetrate. That's why the dysphotic zone is also known as the twilight zone. 1000 meters is the equivalent of 3,280 feet—giving us a 9,220 feet surplus. Despite Argo's flashlight, there's far too much blue in Ballard's photos, telling us that they hadn't gone deep enough to scrub the natural light from the lens. And anyways, how do you think James Cameron pulled the wreckage effect off? *Oh*, that's right, no special effects were used in the making of the *Titanic* movie.



A second suggestion I'm making is that they concocted the implosion story to save on money, but also to make their model fit comfortably within the confines of the filming tank. Regardless, there's a silver lining

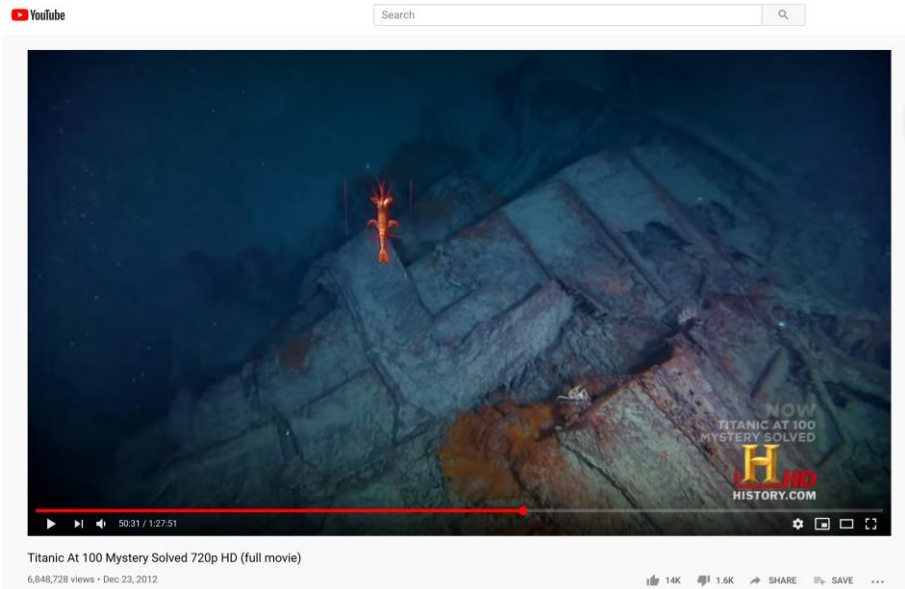
here. Despite the Titanic being sawn asunder, I'm so glad the fine China wasn't broken in the fall. Or else they wouldn't have been able to recover it for all those museums they were planning.



In later dives, hoaxsters decided to revisit the wreckage bathed in far too much of a blue tone, reminding us even more-so that penetrating light was a factor. Kind of went a little *overboard* with the coloring, don't you think? Perhaps the Titanic had raised some 10,000 feet in the intervening decades and resides now in the twilight zone—who really knows? I'm not here to judge. Just telling it as it is.

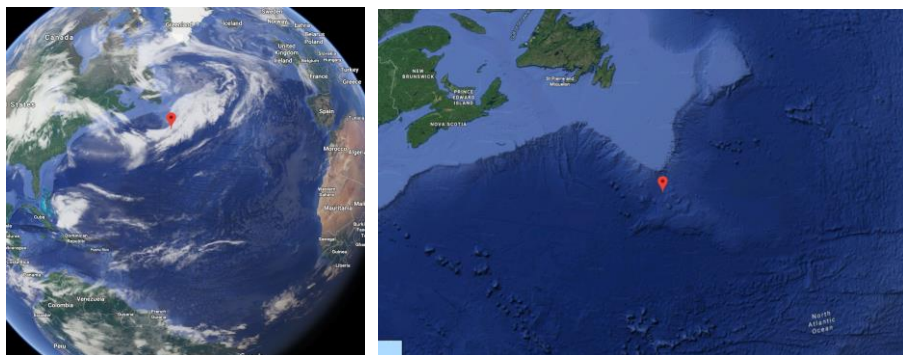
Still no sea life though. That's a problem, you know. There's no sea life in any of these photos. Where is the sea life? Where are the jellies and the squid, the isopods, and the angler fish? The bioluminescence in the footage should be nothing short of awe-inspiring. And yet we're given *nada*.

See, this is what I absolutely can't stand about the Science hoaxers. The Science of its day *always* changes. You know the parable of the tortoise and the hare? Slow and steady wins the race. The hoax *is* the hare. At the time of Ballard's discovery, it was Scientifically believed that the cupboards were bare of aquatic life at 12,000 feet. And that is because, much like the shape of the earth or the moon landing, nobody had ever dived that deep in 1985 to tell us about it. Ballard had done his due diligence on wreckage but nothing at that depth because he imagined a cemetery when in fact we know the *opposite* is true today. Scientists now believe such depths rival the tropical rainforests for biodiversity. *Oops*. Remember how Neil Armstrong never saw stars between the earth and the moon—not even on its lunar surface? This is like that.



The Intel community has since attempted to correct their oversight by adding a CG shrimp into their wreckage Titanic footage. You can see it for yourself on the History Channel's 'Titanic at 100: Mystery Solved' documentary. The CG shrimp appears at the 50:31 mark. If you have seen it for yourself, then you'll likely agree that we were given no warning. The shrimp jumps at the camera. I would have preferred the light to flicker on and to witness a sharp-toothed monster charge at me, for you know, the

IMAX 3-D show. But I'm not the one making these special effects. It is so painfully obvious a CG shrimp. It's footage like this that leads me to believe they've discovered the whereabouts of Bikini Bottom. Why not just add a pineapple house and SpongeBob SquarePants? A Jim Henson Muppet would have been slightly less obvious.



Something else which Robert Ballard got royally wrong is the location of Titanic's wreckage. We are *told* the Titanic can be found at the *following* coordinates: [41.7325° N, 49.9469° W](#), but that much is a lie. Ballard is mistaken. Those simply aren't the same coordinates given by the Titanic's final distress signals on the early morning hours of April 15. *I checked*. Her original sinking site is **13.2 miles away**. You will tell me **Captain Smith** didn't have a clue where he was, and that the iceberg testified to that fact. Well then, how did *Carpathia* know where to answer Titanic's distress call? Am I expected to believe **Captain Arthur Rostron** shared the same false coordinates as the Titanic or that the icebergs victims floated 13 miles away? Well, which is it?

The location of Ballard's discovery was an intended part of the deception. He wasn't the first that went out looking for it, and that's a problem. *Nobody* found the Titanic at its last reported whereabouts. You and I both know why that is. Search your feelings. You know it to be true. They had no other choice but to move the goalie net

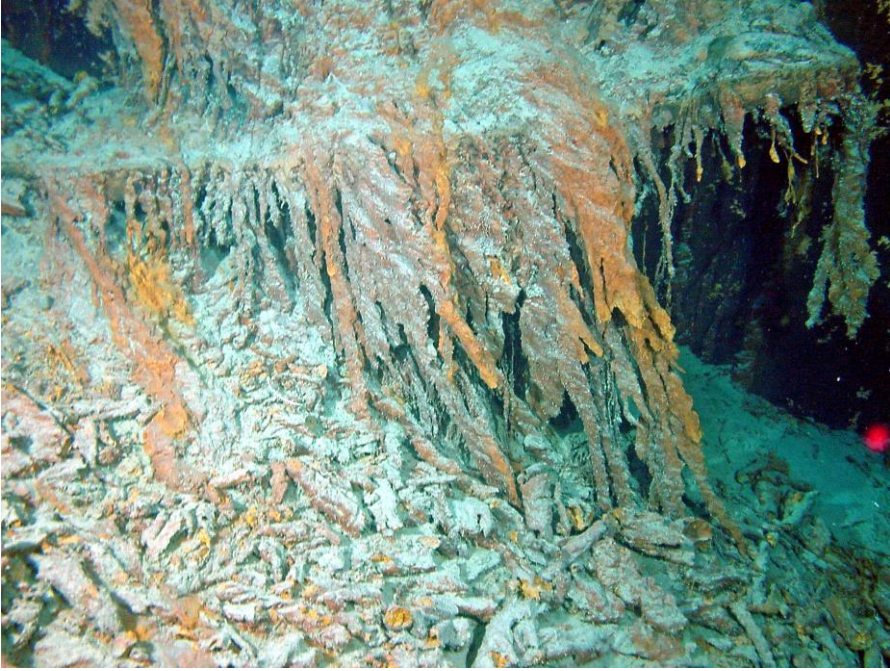


Another nice touch to the Ballard discovery is the number of ghost shoes he either managed to document or recover in the whereabouts of the wreckage. Particularly the little girls' shoes. Nothing hooks a person into the psychodrama quite like the thought of the poor little girl who wore those shoes. Not quite unlike the little girl who wrote that diary before landing in Auschwitz. But here at the bottom of the Atlantic Ocean, bacteria ate away at her flesh and bones, even her clothes, but somehow managed to leave behind a practically perfect pair of leather shoes.

You will tell me it's perfectly possible that everything would dissolve of the little girl but her pair of shoes for the museum. Well then, have you heard about *halomonas titanicae*? I hadn't either until I set about to research this dribble. *Halomonas titanicae* is apparently a thing—a real thing—and it's hungry. It even has its own Wikipedia article. Read it for yourself.

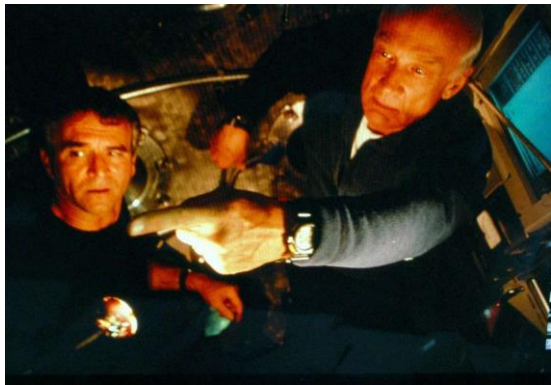
Halomonas titanicae is a [gram-negative](#), [halophilic](#) species of [proteobacteria](#) which was discovered on [rusticles](#) recovered from the wreck of the [RMS Titanic](#). Cristina Sánchez-Porro et al. first isolated the bacterium in 2010 from a sample of rusticle obtained from the [RMS Titanic](#) in 1991.^[1] One of the researchers, Henrietta Mann has estimated that the action of microbes like [Halomonas titanicae](#) may bring about the total deterioration of the [Titanic](#) by 2030.^[citation needed]

As it turns out, the RMS Titanic has its very own species of rust-eating bacterium. That's why they named it after the Titanic, you know. Because it conveniently cannot be found anywhere else in the world. But also, because neither it nor the ship actually exist except in the hearts of that **Celine Dion** song, which *can* be retrieved now within the bargain bin of every thrift store across America—in case you were looking for your very own copy.



Anyhow, *halomonas titanicae* is causing rapid decay to the ship as we sit here and breathe. And here we can see our very own picture of it wreaking havoc while having absolutely no effect on the little girls' shoes, nor the bed mattresses and first-class furniture. Despite the superpowers of teak, they estimate this newly discovered rust-eating bacterium will completely digest the entire ship by 2025—or at the latest by 2030.

Until that happens, they have **UNESCO**, *sigh*, to protect the site from grave robbers, so that the bacteria can do its work. Seriously, I wish I were making this crap up, but I'm not. Meanwhile, when **Buzz Aldrin** isn't landing



on the moon's Mare Tranquillitatis lava plain or vacationing at the south pole, he's taking a yellow submarine down to the Titanic wreckage. Again, I'm not making it up. For whatever reason, the

Bohemian Grove people have decided that Buzz Aldrin is the sort of face that can sell Americans on totally made-up places.

Military career

Ballard joined the [United States Army](#) in 1965 through the Army's [Reserve Officers Training program](#). He was designated as an intelligence officer and initially received a commission as a [second lieutenant](#) in the [Army Reserve](#). When called to active duty in 1967, he asked to fulfill his obligation in the [United States Navy](#). His request was approved, and he was transferred to the [Navy Reserve](#) on the reserve active duty list. After completing his active duty obligation in 1970, he was returned to reserve status, where he remained for much of his military career, being called up only for mandatory training and special assignments. [He retired from the Navy as a commander in 1995](#) after reaching the statutory service limit.^{[\[citation needed\]](#)}



The Wikipedia has Ballard retiring from the Navy as a commander in **1995** after reaching the statutory service limit, and I don't buy it. Ballard was still punching in the timecard for another few years. He even had a picture of himself taken with his latest project, just to prove that fact. Titanic was *still* his baby. I'm willing to bet Robert Ballard was a set designer on the **James Cameron** movie. And even if the reported year of his retirement *were* legitimate, the Titanic movie was only released in 1997. That doesn't mean production *began* in 1997.

Cameron's inspiration for the film came from his fascination with [shipwrecks](#); he felt a love story interspersed with the human loss would be essential to convey the emotional impact of the disaster. [Production began in 1995](#), when Cameron shot footage of the actual *Titanic* wreck. The modern scenes on the research vessel were shot on board the *Akademik Mstislav Keldysh*, which Cameron had used as a base when filming the wreck. [Scale models](#), [computer-generated imagery](#), and a reconstruction of the *Titanic* built at [Baja Studios](#) were used to re-create the sinking. The film was co-financed by [Paramount Pictures](#) and [20th](#)

I checked. Production began in **1995**, the year of Ballard's retirement. That just so happens to coincide with Cameron shooting footage of "the actual Titanic wreck," in 1995. Wiki is quick to add that scale models of the Titanic and CGI were later used at the movie studio, but only for sinking purposes. The wreckage itself, we are assured, was the real deal. No wreckage models—I repeat, no wreckage models were employed for the

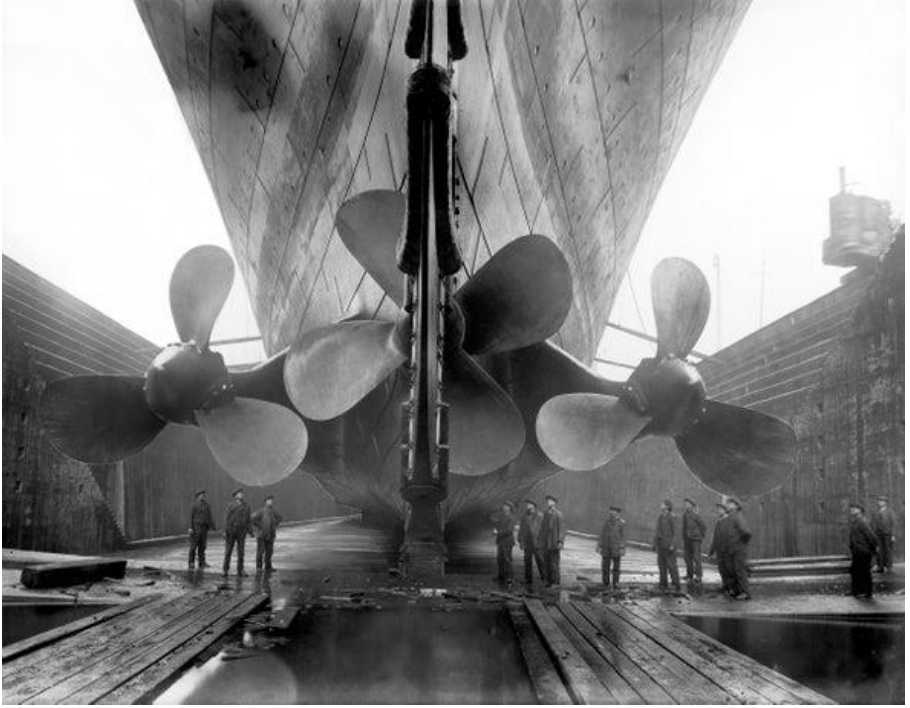
making of that movie. Because Hollywood would never lie about something like that.



And yet, here we have a picture of James Cameron hanging out with his old Intel buddy, Robert Ballard. If I'm not mistaken, that's a model of the Titanic. A little paint and polish would no doubt do wonders, it looks wrecked, all the same. Giving us a tour of the wreckage site, *hmmm?* That's one thing I *love* about Hollywood.



Hollywood has the habit of showing us how it's done.



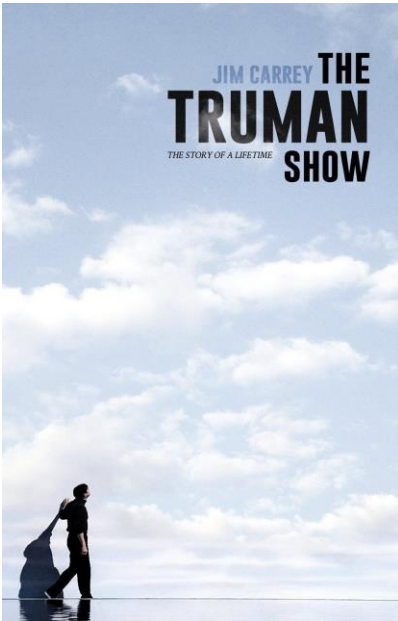
PART TWO:

1912



NOW that you have seen of the RMS Titanic occurred in the early morning hours of **April 15**, 1912, some 370 nautical miles southeast of the coast of Newfoundland, and only four days into her maiden voyage from Southampton to New York City. But you and I know by now that much is a lie. The Titanic never sunk to begin with. It was a staged performance, and its passengers were actors.

Right away, the historical sinking narrative presents some familiar *oddities*. The first of which is the day of its sinking. **April 15**. I am quickly reminded that Lincoln died on the very date. **April 15**. And that was a hoax. **The Boston Bombing** happened on April 15. Another hoax. There are of course other honorable mentions. **Notre Dame** in Paris *ritualistically* burned on April 15. **The Virginia Tech** shooting occurred on **April 16**. Both **Waco and Oklahoma City** went down on **April 19**. And the **Columbine** school shooting occurred on **April 20**. Kent State happened on **May 4**—a few short days too late. Still a hoax though. The assassination of **Martin Luther King Jr.** was another April event. The month is a cyclic ritual for the Occult, bathed in blood—both real and imagined. Baal and Moloch will have their sacrifices. Gotta keep painting those Easter eggs in blood, I guess.



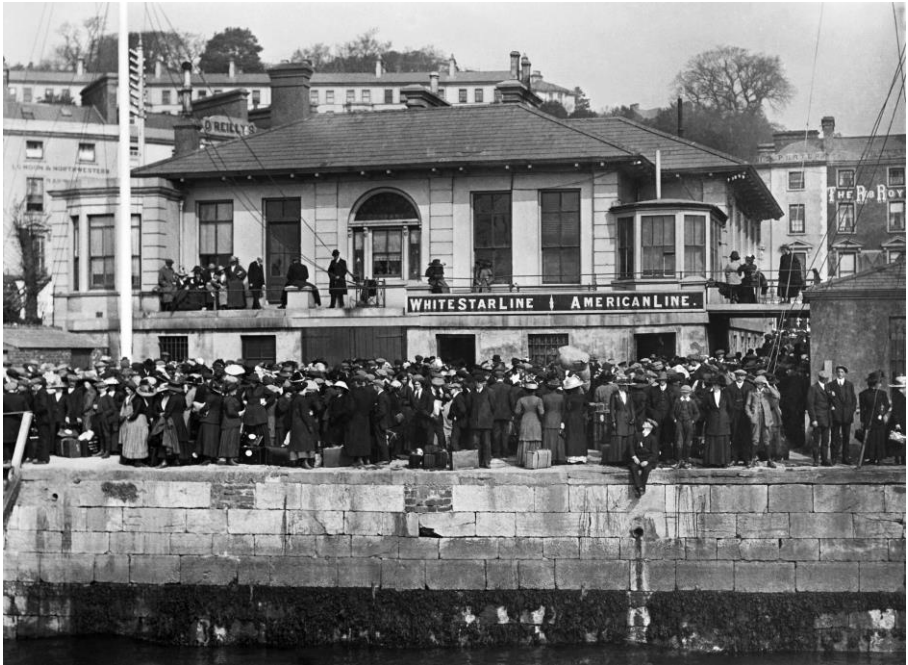
You will tell me it's all impossible. There were far too many ticketed passengers involved. Loose lips sink ships, and they couldn't shut that number of gossipers up if they tried. Is that so? Actors surround us and Intel run everything. The longer I've been digging into these hoaxes, the more I've been asking myself, how many people *aren't* in on it? Do you recall *'The Truman Show'*? Every person in Truman's life was an actor to the point that he was even bedding and attempting to father a child with one. Mind you, not everybody was an actor. Only those who entered the studio to fool Truman were actors. There were still a great many *genuine* people on the outside who

were invited to watch the performance, not realizing that the joke was on them. I can only imagine, if there had ever been a sequel to *'The Truman Show'*, that Truman would step foot into the real world only to discover that it too was a movie studio, *albeit* a much larger one, being manipulated by a higher degree of actors.

Titanic's passengers numbered approximately 1,317 people: 324 in First Class, 284 in Second Class, and 709 in Third Class. Of these, 869 (66%) were male and 447 (34%) female. There were 107 children aboard, the largest number of whom were in Third Class.^[124] The ship was considerably under capacity on her maiden voyage, as she could accommodate 2,453 passengers—833 First Class, 614 Second Class, and 1,006 Third Class.^[125]

Our Titanic storytellers sometimes confess to the most famous vessel in the world being oddly under booked on its maiden voyage, but only out of necessity. Mostly, they just gloss right over that fact. It says right here that *Titanic's* passengers numbered approximately 1,317 people, adding, “the ship was considerably under capacity on her maiden voyage, as she could accommodate 2,453 passengers.” That's 1,136 fares that failed to be sold at the ticket booth. *Titanic* was filled only at half capacity. The same can be said of Ford's Theater in Washington. Then again, so was American Airlines on September 11—and the Pentagon. Come to think

of it, they were all under booked. And why do you think that is? They needed actors to plant their butts into those seats. Not real people.



Look at all those people standing on the Queenstown dock. *Spooks*. Every one of them. And just so we're clear, they totally could have filled every seat on the airliners or in the theater with Intel personnel, and most certainly every cabin on the ship had they wanted to. There's no shortage of these Qayinite clowns to go around. Still far too many however, at any given time, who are needed for further work under their current role. Reassignment happens but only out of necessity. That's why they have to spread out the killings.

If you stop to think about it though, many of Titanic's passengers, particularly those in the second and third-class cabins, may have been initiated into the regime *via* massive death and rebirth ceremony. You figure there was a naked neophyte getting ready to climb into a coffin with another closeted homo when somebody wearing an apron stopped him and said, grinning: "*Nub-nub*. I've got something better. How do you feel about ocean liners?"

Usually, a high prestige vessel like *Titanic* could expect to be fully booked on its maiden voyage. However, a national coal strike in the UK had caused considerable disruption to shipping schedules in the spring of 1912, causing many crossings to be cancelled. Many would-be passengers chose to postpone their travel plans until the strike was over. The strike had finished a few days before *Titanic* sailed; however, that was too late to have much of an effect. *Titanic* was able to sail on the scheduled date only because coal was transferred from other vessels which were tied up at Southampton, such as *SS City of New York* and *RMS Oceanic*, as well as coal *Olympic* had brought back from a previous voyage to New York, which had been stored at the White Star Dock.^[102]

The *official* explanation as to why so many people were disinterested makes absolutely no sense—as usual. Apparently, a coal strike kept ships from crossing the Atlantic, thereby frustrating foot traffic. Granted, *Titanic* was said to digest 825 tons of coal per day. A coal strike does not mean less people need to travel though. If a coal strike were truly the problem, then I would naturally conclude, by way of deductive argument, that *Titanic* would be handicapped from leaving port—not the people. If a ship however *is* capable of making the journey, then people are too. I mean, they need a ship to carry them, correct? Nobody is expected to swim the entire way. Otherwise, that's like saying there's a fuel shortage on airplanes and so less people are interested or capable of filling the few that leave the tarmac.

Some of the most prominent people of the day booked a passage aboard *Titanic*, travelling in First Class.

And anyways, a coal strike didn't stop some of the most prominent people of the day from booking passage. Just the little people, I suppose. Those who couldn't afford first class or proper dental work thought it best to let the coal strike play out. Is that what its saying? *Lame*.

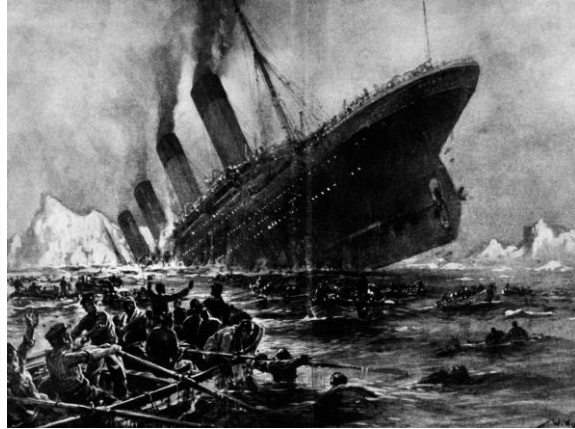
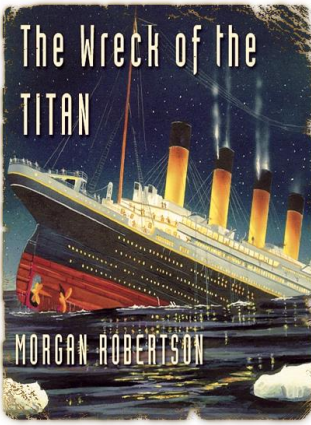
Meanwhile, the *Titanic*'s maiden voyage enlisted 913 crewmen to serve its 1317 ticketed passengers. I'll save you the trouble of pulling out your own calculator. There were an estimated 2,230 passengers in total, if we include the crew members. Those numbers seem to change however, depending upon the website, telling us that nobody can agree. But then consider *this*. There was one crew member for every 1.4 passengers. *Wait*—really? And here's some *more* math. How many second or third-class tickets were sold for the servants of the 324 first class passengers? The *Titanic* wasn't simply a spook convention. It was a pampered one. Of those remaining who weren't servants of the Elite, you figure they

filled desk positions and decided on an all-expense paid holiday, courtesy of their employers. A little sea air does everybody good from time to time.



The exact number of people aboard is not known, as not all of those who had booked tickets made it to the ship; about 50 people cancelled for various reasons,^[129] and not all of those who boarded stayed aboard for the entire journey.^[130] Fares varied depending on class and season. Third Class fares from London, Southampton, or Queenstown cost £7 5s (equivalent to £700 today) while the cheapest First Class fares cost £23 (£2,300 today).^[112] The most expensive First Class suites were to have cost up to £870 in high season (£88,000 today).^[125]

And *then* we finally get to it. The exact number of people onboard is not known, as many of those who booked tickets failed to show. They name only 50, but then notice what comes next. “Not all of those who boarded stayed aboard for the entire journey.” Well, *dub*. Only 1500 completed the journey to Halifax while the others decided on row boats. I can only assume, on an exoteric level, they’re talking about those who departed from Southampton enroute to Cherbourg and decided to hang their hat there rather than America. I’m willing to bet those were *real* people who just so happened to book company with spooks. It happens all the time. The actual number of actors will likely never be known as these operations are designed to keep us guessing.



Robertson is best known for his short novel *Futility, or the Wreck of the Titan*, first published in 1898. This story features an enormous British passenger liner called the *SS Titan*, which, deemed to be unsinkable, carries an insufficient number of lifeboats. On a voyage in the month of April, the *Titan* hits an iceberg and sinks in the North Atlantic, resulting in the loss of almost everyone on board. There are many close similarities with the real-life disaster of the RMS *Titanic*. The book was published 14 years before the actual *Titanic*, carrying an insufficient number of lifeboats, hit an iceberg on the night of April 14, 1912 and sank in the North Atlantic, killing most of the people on board. The similarities between the two have partially fuelled conspiracy theories regarding the *Titanic*.

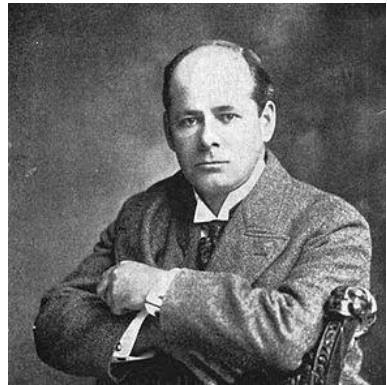
Where would a behemoth-sized Intel production be without a spoonful of predictive programming to, *you know*, help the medicine go down? That's precisely what we find with the sinking of the RMS *Titanic*.

In 1898, **Morgan Robertson** published a novel called '*The Wreck of the Titan*', in which an unsinkable British passenger liner with far too few rowboats hits an iceberg in the North Atlantic during the month of April and promptly sinks, killing nearly everybody on board. *Oh dear*. The Wikipedia is even pressed to admit that "there are many close similarities with the real-life disaster of the RMS *Titanic*." *Say it ain't so*. Apparently, *Titan* was the same size, shape, and speed as the *Titanic*. Both even had the same passenger and crew capacity of 3000 but sailed with just over 2000. And they sank in precisely the same fashion. You know how there were cries among Celine Dion music fans for a sequel to James Cameron's fictional *Titanic* movie? He should have made a prequel.

In 1914, in a volume that also contained a new version of *Futility*, Robertson included a short story called "Beyond the Spectrum", which described a future war between the United States and the Empire of Japan, a popular subject at the time.^[citation needed] Japan does not declare war but instead launches sneak attacks on United States ships *en route* to the Philippines and Hawaii; an invasion fleet about to launch a surprise attack on San Francisco is stopped by the hero using the weapon from a captured Japanese vessel. The title refers to an ultraviolet searchlight used by the Japanese, but invented by the Americans, to blind American crews.

Comparisons were undoubtedly made between the Titanic and the book they based their operation upon in 1912, which was the intent all along. In a rather brazen move, Robertson released another edition of his *Titan* narrative in 1914 but included a short story which described a future war pitted between the United States and the Empire of Japan. Once again, the Wiki is pressed to make comparisons when stating: “Japan does not declare war but instead launches sneak attacks on United States ships *en route* to the Philippines and Hawaii.” Sure, they tell us it was a popular subject at the time, but as I’ve already shown in papers such as *this* one, [The Black Dahlia hoax](#), the predictive programming of War was being broadcasted to us by the *same* Newspaper men who were in on the other Intel projects of their day.

Not much else is known about Robertson. His bio is far too short-winded. Probably because he worked a desk job and The Boys let him spin out a novel from time to time just to let a little steam out. We are told he rubbed shoulders with other New York bohemians, but that is perhaps only to grab Intel from a rotunda of birdies on the window or recruit others into the game. Who really knows? We can attempt to imagine the scenarios, but Robertson was clearly one of them.



On Mary 24, 1915, Robertson was found dead in his room at the Alamac Hotel in Atlantic City. He was 53 years old, and the story is a familiar one. *Overdose*.



LET'S GET back to what I was saying *earlier* about false conclusions to be had. **JP Morgan** has my interest in Titanic merely because he is all over the place in history and had his dirty little paws in everything. That interest was piqued recently when coming to learn of his and *associate* **Charles Schwab**'s bids to hold the 1893 World Fair in either New York or Chicago. At the time, Morgan, **Cornelius Vanderbilt**, and **William Waldorf Astor** pledged \$15 million to finance the fair if Congress awarded it to New York. The bid landed to Schwab and Chicago. It was while writing my paper on the Chicago World Fair hoax that I made a mental note of Vanderbilt but also of William Waldorf Astor. Recognize the name **Astor**? You should. John Jacob Astor IV "died" the richest man onboard Titanic. He and William Waldorf Astor were *first* cousins.

All the names mentioned here were heavily invested in Intel psyops, but also the scrubbing of His-Story (the Millennial Kingdom of Messiah) of which the World Fair's is no exception. Just look at JP Morgan's heavy hand in developing and merging a **railroad empire**. The railroads already existed before the worldwide mud flood events, but the

writers of history don't want us to know about that. We even see Morgan heavily invested in both **Thomas Edison** and **Nikola Tesla**. Why am I not surprised? Free electricity was another component of life before the mud flood, but not anymore. Morgan made certain of that. His house at 210 Madison Avenue was the "first electrically lit private residence" in New York (as the official narrative would have it), a move which came because of his **financing the Edison Electric Illuminating Company** in 1878. There is far more worth mentioning, particularly his active part in shaping a false perception of the American west, but that is best budgeted for another time, as the subject of this paper is the sinking of the RMS Titanic hoax.

The **Federal Reserve Act** was passed by the **63rd United States Congress** and signed into law by President **Woodrow Wilson** on December 23, 1913. The law created the **Federal Reserve System**, the **central banking** system of the **United States**.

Regardless, people keep arriving in my neck of the woods and attempting to explain how Titanic was targeted by Morgan so that the **Federal Reserve** might be created in 1913. The Federal Reserve Act was passed by the 63rd United States Congress and signed into law by **President Woodrow Wilson** on December 23, 1913, nearly two years after the Titanic psychodrama. The theory is that Morgan needed **Isidor Straus**, **John Jacob Astor**, and **Benjamin Guggenheim** to go *bye-bye*, and so he coaxed them into a savory trap, much as Elmer Fudd would with Bugs Bunny, but in the form of a luxury ocean liner.

Though the Federal Reserve most certainly thrust humanity even further along down the Slave Plantation alley, its formation was already underway in 1912, particularly through the manufactured Panic of 1907. I can't find anything which would suggest Straus, Astor, or Guggenheim were opposed to what Morgan and the Rothschild's were cooking. Frankly, I don't think Intel was thinking with such sophistication. And like the Rothschild's, Guggenheim was a **Joo**, as his name suggests. My research has shown me, time and time again, that our Controllers were all in on it together. There are multiple reasons as to why Straus, Astor, and Guggenheim would want to go away. I can think of several right this very moment, and you probably can too. In every single picture that I can find

of Astor, he looks bored out of his mind. You will see what I mean when we finally get to him. This motionless plane is probably far larger than most have ever dared to dream. Perhaps Titanic was Astor's exit plan. A one-way passage to the other side of the greater realm.

Also, it is Guggenheim's valet, **Victor Giglio**, who is a runner up for the best line in this scripted psychodrama. I bring this up now because my time is limited, and I fear we will not return to him. After being aroused from sleep shortly after midnight on April 15, Giglio is quoted as saying: Never mind, icebergs! What is an iceberg?" There are far too many repeated lines in the Titanic affair, and so, I can only conclude Giglio gifted us with some brilliant Improv. *Bravo!*



AND NOW, for the **Vanderbilt's**. Because really, it would behoove me to snub their part in this while moving forward. They are, as you're now aware, the other conspirators in JP Morgan's attempt to shut the pie holes of any opponents to the Federal Reserve. What my research has shown me however is that the Vanderbilt's are bigger hoaxers than anyone. They were master manipulators of the Media since day one. If anyone could dock Titanic in Halifax and have it completely unnoticed by the gullible public, then it was *this* family.

Specifically, it is **George Washington Vanderbilt II** whom we are teased with this time around. All we are really told of him is that he was an “art collector” and member of the prominent Vanderbilt family. *Yup*, art collector. The Vanderbilt family amassed a huge fortune through any number of business ventures. Mostly **railroads** though. Railroads, telling us that they were making the big bucks stealing what had already existed and then lying to everyone about it. Nice people. Not George Washington Vanderbilt II though. He was simply a recipient of all that money, and so settled to being an art collector. From his picture alone I could have told you that he was a spoiled child. But then there is the matter of Biltmore Estate in North Carolina.



Living in one or another of his family residences well into adulthood, Vanderbilt decided to construct his own country mansion and estate in 1888. For this purpose, he acquired 125,000 acres of woodland in North Carolina, employing the architect [Richard Morris Hunt](#) to design a limestone house modeled on the [Chateau de Blois](#) and other chateaux of the [Loire Valley](#). With up to four acres of floor space, this is believed to be the largest domestic dwelling ever constructed in the United States.^[6]

After growing deathly bored of living in one residence or another, we are told he *acquired* 125,000 acres of pristine woodland in North Carolina, wherewith he employed architect [Richard Morris Hunt](#) to design a limestone house modeled after **Chateau de Blois** and *other chateaux of the Loire Valley in France*. If you happened to read my paper on the [1893 Chicago World Fair](#) or any of my other Millennial Kingdom + Mud Flood pieces, then you should know by now that Vanderbilt had absolutely nothing designed and constructed in North Carolina. We even read that it had a whopping four acres worth of floor space, causing many to conclude Biltmore is the largest dwelling ever constructed in the United States. The thing is, if the Biltmore Estate looks like a chateau from the Loire Valley in France, then it’s because it was probably built at the same time and by the same people as the Loire Valley. We have already been given a confession. George Washington Vanderbilt II was an art collector. The Vanderbilt’s had a heavy hand in scrubbing His-Story, and in the case of Georgie, who dolefully drifted from one residence to another, he had

no problem moving into a mansion which owned by a Millennial Kingdom saint.

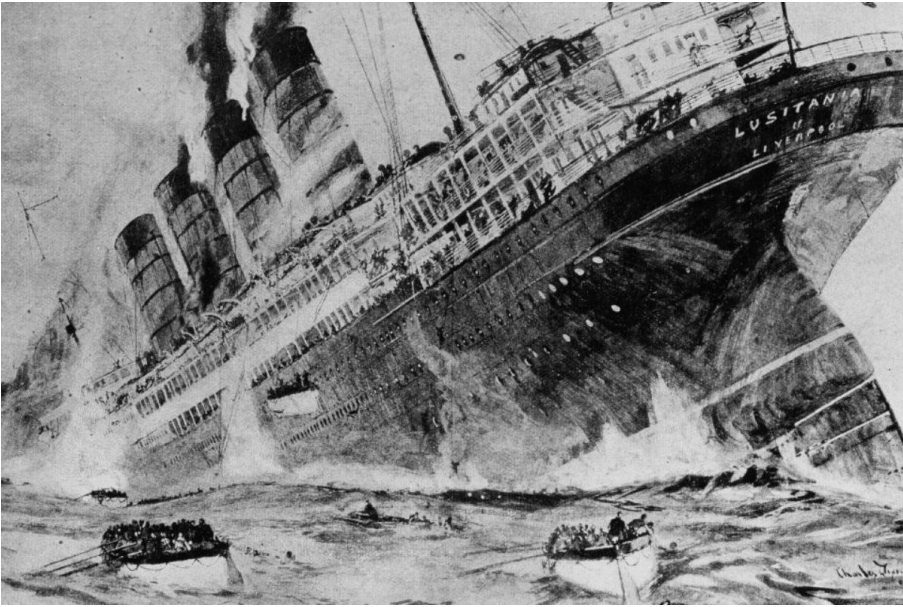


Even his Titanic *survival* story describes Georgie's character in sweeping form, and involves art. In 1912, we are told that he and his wife, **Edith Stuyvesant Dresser**, booked passage on the fated ship. I wouldn't be in the least bit surprised though if he got inside word on what Morgan and the Vanderbilts were cooking up and wanted in on the action. Even after a hundred years, I can still hear the *sigh* of our Controllers, always having to give George Washington Vanderbilt II something to do. We are even told that he got cold feet only hours before Operation: Iceberg was a *go* on the basis that a family member explained to him, "so many things can go wrong on a maiden voyage." *Really?* That's what we're going with? *Sure.* Hey, don't get me wrong. I'm not saying the quote is invented. If anything, I'm saying it's legit. Either George didn't want to freeze his butt off in the cold Atlantic in a lifeboat or it finally occurred to him what playing a dead person would entail.

At any rate, George Washington Vanderbilt II got cold feet and booked passage on The Olympic instead, but not before his 24-year-old footman, Edwin Charles Wheeler, had brought their baggage and precious art on board several days before departure. *Bummer*. Looks like Wheeler had to go through with their little operation after all. Make sure none of the crisis actors ran off with Napoleon's chess set. An often-reproduced photograph, which I have shown above, has Wheeler walking on the deck of the Titanic with passengers **Ada** and **Elsie Doling**. His body was never recovered, but lots of people's bodies were never recovered. Wheeler was undoubtedly one of those who docked safely in Halifax with dry boots. Slept soundly through the night of August 15 and then ate a late breakfast, for all I know.



There was another Vanderbilt who had booked passage onto Titanic's maiden voyage. A certain **Alfred Gwynne Vanderbilt**. Alfred was George's nephew and son of **Cornelius Vanderbilt II**. *I checked*. He too got cold feet. I would *say* the Vanderbilts weren't much in the way of field operatives, but then there's the matter of everybody's favorite Vanderbilt, **CNN's Anderson Cooper**. I'm sure they all made mommy and daddy proud though.



CORRECTION: Alfred Gwynne Vanderbilt *did* get around to booking passage onto another ship, and it was the **RMS Lusitania**. Are you *kidding* me? I seriously wish they were. But they're not. Look, I'm not the writer of history. I simply report on it. How do these people keep a straight face while clapping away at the typewriter, inventing these scripts? If you're rusty at 11th grade U.S. History and need a refresher, the RMS Lusitania was torpedoed by a German U-Boat on May 7, 1915, some 11 miles off the coast of southern Ireland, killing 1,198 passengers and crew. The Lusitania is the event which led to America's involvement in the First World War, as if false flag ship sinking wasn't already a tired genre by then. Now we know why Alfred backed out of Titanic.

Once again, we are shown no pictures of its fiery end or sinking. Only Newspaper cartoons. And stories. Crisis actor stories backed by cartoons. Perhaps even from the same cast and crew who gave us the Titanic. Undoubtedly, this was the bigger budgeted sequel, and the stakes were higher. In the 18 minutes before it sank, Vanderbilt removed his lifebelt and placed it upon **Alice Middleton**, who was holding her baby and hadn't a lifebelt of her own. "There," he told her, "That's for your lovely smile." Famous last words, apparently.

Are we expected to believe the sinking was real and that his demise was a cruel fate? If so, then what Alfred *should* have told Alice Middleton is: “*Crickey!* The sinking of the Titanic was faked but this one is legit!”



RETURNING once again to the Titanic sinking narrative on **April 15**. It went down at precisely 2:20am and yet, *The New York Herald* managed a front-page layout that very day. As if that's not suspicious. Look at the cut and copy job. It's practically a family photo album for the children of Qayin. It not only involves an illustration of the Titanic hitting an iceberg, complete with an x-marks the spot on a map, but actual pictures of the famed casualties on board. Tell me that's not suspicious. Rescuers wouldn't have even been able to make a complete sweep of the waters yet. The first casualties they mention are **John Jacob Astor and Isador Straus**—opponents of **J.P. Morgan and the Federal Reserve**. So, now

you know what narrative they were going with from the *get-go*. Dangling the bait for conspiracy theorists, I see. All too easy.

Another abnormality which *The Herald* manages to get right (or wrong, depending upon your perspective) is numbering **1,800 people**. You will tell me there were **2,230** in total, including crewmen, but I'm willing to bet there were far less people on board than what the writers of history care to admit. The only dead people were phantoms to begin with.

VOL. 55. NO. 8. LAST EDITION FRIDAY EVENING, APRIL 19, 1912. TWENTY PAGES. PRICE ONE CENT

OFFICIAL DEATH LIST NOW 1,635; J. B. ISMAY TELLS TITANIC'S FATE

ICEBERGS HAD BEEN REPORTED ADMITS ISMAY

White Star Line Director Is Called to Tell Senate of Titanic's Fate

COURTS FULLEST INQUIRY

No Women on Deck When He Entered Lifeboat, He Says

J. BRUCE ISMAY



Managing director of White Star Line

PORT SIDE OF SHIP RIPPED OPEN BY BERC

Incision Made Similar to That by Can Opener in Box of Sardines

20 SPEND NIGHT ON RAFT

Forced to Keep Others Off Because of Danger of Swamping

MRS. STRAUS REFUSES TO LEAVE HER HUSBAND'S SIDE



Instant Panic Averted by Appeal of Captain to Manhood of Crew, Whose Discipline Proves Matchless

HULL RIPPED BY ICE, BOILERS OF BIG SHIP BURST

Instant Panic Averted by Appeal of Captain to Manhood of Crew, Whose Discipline Proves Matchless

New York, April 19.—The story of how the Titanic met the fate was told today in the Senate when J. Bruce Ismay, managing director of the White Star Line, testified.

A. S. Franklin, superintendent of the Transportation Department, asked the questions. Representatives of Great Britain, France, Germany, the Netherlands, Norway, Sweden, the United States, and other nations were present.

Franklin asked Ismay whether he recalled the circumstances of the disaster. Ismay said he did not recall the exact date, but that he was in London at the time.

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New York, April 19.—The Titanic was struck by the berg at 11:40 p. m. on the night of the disaster, according to the testimony of the survivors. The ship was struck on the starboard side, about 200 feet from the bow.

The impact was so severe that the hull was ripped open, and the boilers burst. The ship began to sink rapidly, and the crew had to abandon ship.

The survivors were found on a raft in the North Atlantic, about 100 miles from the wreck site.

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New York, April 19.—With the official passenger list of the Titanic, including the roster of her heroic dead at the bottom of the sea, the total of those saved was today officially placed at 705 by W. W. Jeffrey, General Passenger Agent of the White Star Line, although the latest revised list of survivors accounts for 745 persons.

Mr. Jeffrey announced that Captain Rostron of the Carpathia, reports the number of survivors by cabin, as follows:

First class, 202; second class, 110; third class, 178; crew, 206; officers, 4 total, 705.

If the report of Captain Rostron is accepted as final, as Mr. Jeffrey asserts it will be, the total number of dead increased to 1,635. It was reported at the White Star Line that the total number of survivors was 745.

New-York Tribune.

TITANIC'S DEAD, 1,342, INCLUDING CAPTAIN AND ALL OFFICERS EXCEPT FOUR—868 SURVIVE



ST. LOUIS HEADS DETAILS OF DISASTER

ST. LOUIS, Mo., April 19.—The details of the Titanic disaster were given today in a public hearing at the St. Louis Chamber of Commerce.

The hearing was held in the evening, and was attended by a large number of people. The details were given by J. Bruce Ismay, managing director of the White Star Line.

Ismay testified that the Titanic was struck by an iceberg at 11:40 p. m. on the night of the disaster. The impact was so severe that the hull was ripped open, and the boilers burst. The ship began to sink rapidly, and the crew had to abandon ship.

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First Cabin Passengers Known to Be Saved

Franklin Crew List Checked Up by Callie with London Office.

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THE NEWARK ADVOCATE 12 Pages

WORST OCEAN DISASTER IN WORLD'S HISTORY; TITANIC GOES DOWN; 1,341 LIVES ARE LOST



STEAMER CARPATHIA HAS 868 SURVIVORS OF ILL-FATED BOAT

Steaming Slowly for New York and Should Arrive Sometime Thursday Night or Early Friday Morning

ENTIRE WORLD STUNNED BY NEWS OF DISASTER TO THE STEAMER TITANIC

Hysterical Men and Women Crowd Office of Steamship in New York and Hundreds Give Way to Sobs and Tears

ENTIRE WORLD REPRESENTED BY THOSE ON BOARD

Col. John Jacob Astor, Isidor Straus, Benjamin Guggenheim, Sen. W. Wilson and Many Other Notable Men in High Places are Reported Among Those Missing

NEWARK WOMAN'S MOTHER AUNT AND COUSIN WERE TITANIC PASSENGERS

Newark, N. J., April 19.—The startling magnitude of the death toll of the Titanic disaster was here today being reported by the newspaper of this city.

The news is so shocking that it has caused a great deal of excitement here. Many people are reporting that they have seen the survivors of the disaster.

It is reported that the Carpathia has 868 survivors on board. The ship is expected to arrive in New York on Thursday night or early Friday morning.

The entire world is stunned by the news of the disaster. Hysterical men and women are crowding the office of the steamship in New York, and hundreds are giving way to sobs and tears.

The entire world is represented by those on board the Carpathia. Among the survivors are Col. John Jacob Astor, Isidor Straus, Benjamin Guggenheim, Sen. W. Wilson, and many other notable men.

It is reported that the mother, aunt, and cousin of a Newark woman were among the passengers on the Titanic. The woman is now in Newark, N. J., and is being cared for by her family.

GREAT MARINE DISASTERS

TITANIC IS INSURED FOR \$50,000,000. TOTAL LOSS IS MANY MILLIONS MORE

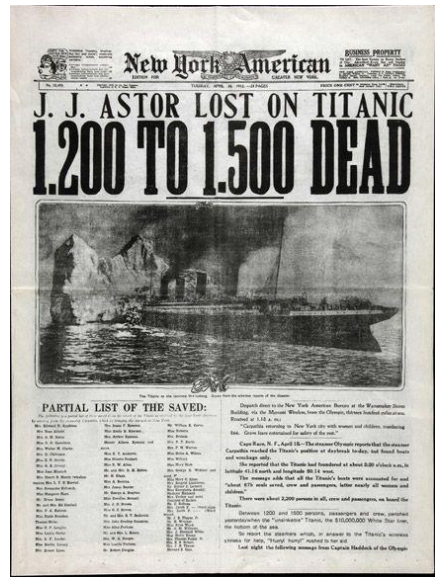
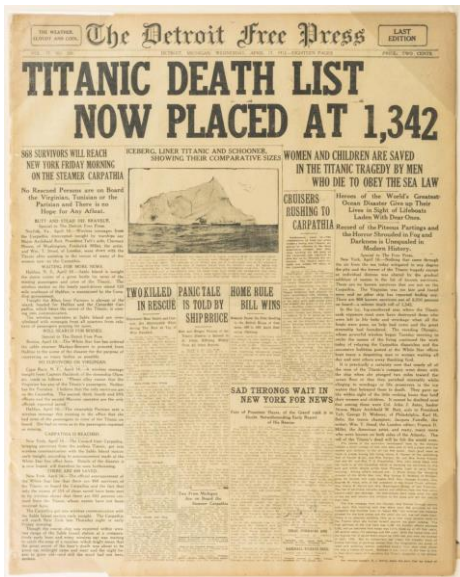
GRAVE FEARS FELT FOR THE REST

RECENT MARINE DISASTERS

WHAT IS IT?



The *New York Herald* claims 1,800 on board with only 675 saved. The *New York Tribune* tells us there were 2,226 on board with 866 rescued. For added reinforcement, they drew the Titanic's path on a globe. Simply adorable. The *Newark Advocate* placed 2,209 people on the boat with 868 survivors. The *Detroit Free Press* agrees with the 868 recovered, but then manages a kill count totaling 1,342. By April 19, we can even see the "official death list" elevated to 1,635 persons, a victim manifest which surpasses even today's kill count.



How in the world are so many papers getting it wrong? It's not like White Star Line didn't wire the Media its manifest. The Newspaper people still managed to scramble the numbers, but as I've already mentioned, this is a psyop and the state of confusion is purposeful. *New York American* throws a rather wide range of dead out there. **1,200 TO 1,500 DEAD.** Makes you wonder how the other papers settled on such precise numbers. They even admit the possibility that J.J. Astor was only *lost* on Titanic, but not necessarily dead. Keeping the public glued to their butts and on the edge of their seat while the numbers ricocheted up and down and then around in circles on the charts is just one of the ways they sucked them into the psychodrama.



And *yet* somehow, after all that numbers crunching, *The Evening Sun* in Baltimore did not receive the memo. We read on its cover page, in all caps, and I quote:

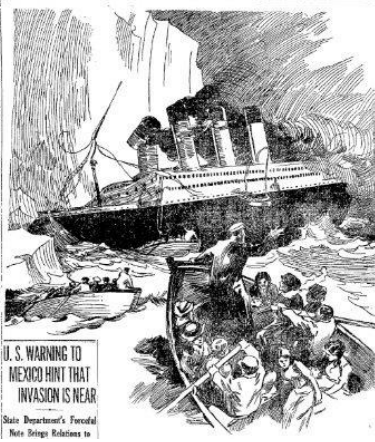
**ALL TITANIC PASSENGERS ARE SAFE;
TRANSFERRED IN LIFEBOATS AT SEA**

What the *hub*...? Did they not commit to a thorough proofread before sending their latest story to press? They went with the iceberg narrative but then decided to skip the part where the Titanic went under. I take a sentence like that to mean precisely as its worded. All passengers onboard the Titanic was transferred into lifeboats and are therefore still counted among the living. Hard to read it in any other light. Must have had their wires crossed. But then notice the portrait of Captain Smith. They're giving us a message. Nothing about these Newspaper stories are an accident. The captain did not go down with the ship. But more on him in a moment.

TITANIC'S PASSENGERS ALL RESCUED
 Giant New Liner Limping in Toward Halifax, Badly Damaged

DEFALCATION AT NEW BERLIN BANK EXCEEDS \$300,000
 Examination of Books Shows By Increase in Assets's Shortage.
CASHER IS IMPROVING
 Defendant's Health Not as Bad as Reported — Financial Condition of House of Assets—Herald Staff Investigator in Germany and Extensive Liability.

HOW TITANIC'S 1,300 PASSENGERS WERE RESCUED AFTER LINER SMASHED BOWS ON HUGE ICEBERG



WORLD'S BIGGEST SHIP CRASHES INTO ICEBERG AT NIGHT

S. O. S. Wireless Signal of Distress Brings Many Other Liners in Great Race to Scene of Disaster.

STEAMERS CARPATHIA AND VIRGINIA FIRST THERE—TAKE ON PASSENGERS

New York Office of White Star Line Declares Wireless Telling of Successful Transfer at Sea — Titanic Limping Toward Halifax, Kept Afloat by Water-tight Compartments—1,300 Leave Stricken Steamship in Small Boats.

New York, April 15.—The announcement that the Titanic was not as badly damaged as reported, and that the ship was being towed toward Halifax, has caused a great deal of interest here. The fact that the ship was still afloat, and that the passengers were being rescued, has also caused a great deal of interest here. The fact that the ship was still afloat, and that the passengers were being rescued, has also caused a great deal of interest here.

U. S. WARNING TO MEXICO HINT THAT INVASION IS NEAR
 State Department's Forceful Note Brings Relations to

The Titanic, the largest ship ever built, was struck by an iceberg on the night of April 14, 1912. The ship was carrying 2,204 people, including 1,300 passengers. The ship was damaged, and the bow section was broken off. The ship was listing heavily, and the passengers were in great danger. The ship was rescued by the Carpathia and the Virginia, which arrived at the scene of the disaster on April 15, 1912. The passengers were rescued, and the ship was towed toward Halifax.

Titanic must have been a time machine of some sort. The iceberg created an alternate timeline so that even the Newspapers were split in the paradox, because *The Syracuse Herald* went with the same narrative as *The Evening Sun*. It reads in bold letters:

TITANIC'S PASSENGERS ALL RESCUED

What I should have said is *The New York Herald* got it *mostly* correct. Or rather, *righter* than the others. Claiming 1,800 on board is less than the official narrative, which insists there were 2,240. But here we see *Syracuse* going with an even lower number. **1,300**. Getting closer to the actual figure, I shouldn't wonder. I know it says 1,300 **passengers**, but are we really to believe every crew member stayed behind and perished? No, because even the iceberg story derives from an alternate universe. Here we see an illustration detailing a head-on collision. Nothing went under. The 1,300 likely *includes* the sailors.

We then read:

Giant New Liner Limping in Toward Halifax, Badly Damaged

See, nobody perished. Titanic lived to see another day. Kind of makes you wonder what *wire* these Newspaper men intercepted. Still makes little difference though. The reality is that all wires ultimately lead to the same building and Intel is screwing with everyone. Different typewriter of cigarette smoking chimp perhaps, but same address. I would tell you this is what really happened, that Titanic limped into Halifax, but even the iceberg story is a lie. The Titanic never hit an iceberg. Unless they



purposefully drove it into one. I wouldn't put it past sociopaths to commit the deed, but why go to all the trouble when the hoax was intended as a mass drowning? That's the problem with chronic liars. The lies are ever present even while attempting to dish out the truth. The fake news was intended to add to the confusion.

And then we read this from *The Detroit News*:

TITANIC'S 1,470 PASSENGERS TAKEN OFF IN MID-OCEAN WITHOUT LOSS OF LIFE

This is getting ridiculous, but I think I know what is happening. Intel outlined a false plot point in advance to members of the Press, hoping to keep them on their toes. That way—should somebody in the Press have loose lips and leak the narrative, Intel would still have a crutch to lean on by claiming: “No, you got it wrong! God really did sink this ship!” Also, that person would never have a job behind a typewriter again. Today, Hollywood employs this tactic all the time. They either leak false plot points or lie about the obvious simply to get a rise out of everyone. With **1,470** passengers, I'm still going with the estimates given to us by *Syracuse* though, which is 1300.



The **lifeboats of the RMS Titanic** played a crucial role in the **disaster of 14–15 April 1912**. The ship had 20 lifeboats that, in total, **could accommodate 1,178 people**, over half of the 2,223 on board the night it sank. **RMS Titanic** had a maximum capacity of 3,547 passengers and crew.

Actually—now that I think about it, I’m going with less. *Far less*. Our writers of history include only **20 lifeboats**, accommodating a total of **1,178** people, which is slightly over half of the 2,223 reported passengers. Totally *ridiculous*. That’s the number I’m going with then. 1,178. Or rather, there were *no more* than 1,178 on board. That number is still incorrect though, as they didn’t even manage to fill each lifeboat up to capacity.

18 lifeboats were used, loading between 11:45 p.m. and 2:15 a.m., though **Collapsible Boat A** floated off the ship’s partially submerged deck, and **Collapsible Boat B** floated away upside down minutes before the ship upended and sank.

I take that back. They didn’t even manage to utilize every lifeboat, telling us there were even less people onboard. *Far less*. Maybe several hundred at best. You will tell me that Collapsible Boats A and B floated away and that the people could not get to it fast enough. Exactly, they floated away *once* the ship sank. Nobody needed them.

Boat 7 was the first to be launched, at about 12:40 a.m., under the supervision of First Officer Murdoch, supported by Fifth Officer Lowe. It had a capacity of 65 people but was lowered with only 28 aboard.^[30] The two officers had tried for some minutes to encourage passengers to board but they were reluctant to do so.^[31] Later testimony at the U.S. Senate inquiry into the disaster

Boat 7 was the first to be launched. Why would the very first boat be a collapsible one? There were only two of them. Seems like you'd save the collapsible boats for last, but what do I know? Let's just go with it. We read that it had a capacity of 65 people but was lowered with only 28 aboard. The two officers even tried to encourage passengers to board but they were reluctant to do so. We are constantly fed the dribble detailing the fight to climb onto each raft, even though many to most of them were only half filled, but that they gave up the ghost before anyone thought to fill the final two. And yet, here we see that everyone was too lethargic to do anything about it. Well, which is it? *Surely*, Titanic's passengers understood full well that half of them were sitting ducks, even if the ship didn't sink. People had places to be. New York is the sort of city which never sleeps. *Chop-chop*. If Titanic wasn't taking them there, then lifeboats would do the trick.

We are furthermore expected to believe the men were far too noble to accompany their women even though orders were being shouted at them to abandon ship. Are you seriously going to try and convince me that the wealthiest people in the world would stand around on the deck smoking cigarettes rather than thaw out their frozen asses in a lifeboat? In the real world, even if the lifeboat shortage narrative were remotely true, it is the Elite, first and foremost, who would be saved. And *then* their dogs. Their servants would fill in the remaining seats. Everybody else could bend over into the fetal position and kiss their caboose while the Titanic takes her final bow. The entire Titanic narrative was written for a gullible public, and only seems credible for those who don't have the slightest clue how the motionless plane really operates.

Dorothy Gibson (born **Dorothy Winifred Brown**; May 17, 1889 – February 17, 1946) was a pioneering American **silent film** actress, **artist's model**, and singer active in the early 20th century. She is best remembered as a survivor of the **sinking** of the *Titanic* and for starring in the first motion picture based on the disaster.

Among Boat 7's passengers were **John Pillsbury Snyder**, grandson of the one and only **John S. Pillsbury**, but also businessman **Dickenson Bishop**, who reportedly dressed like a woman to receive admittance. Also, a woman's dog. But then we have **Dorothy Gibson**. The Wiki lists her as a pioneering American **silent film actress**, as if that's not suspicious. We are then told she is best remembered as a survivor of the sinking of the *Titanic* but *also* for **starring in the first motion picture based upon the disaster** in the same breath. You've got to be kidding me. We are even provided with a promo photo for her *Titanic* movie. Hard to tell if she's waving for help or hailing Hitler.



In 1911, Dorothy Gibson began a six-year love affair with married movie tycoon **Jules Brulatour**, **head of distribution for Eastman Kodak and co-founder of Universal Pictures**. Brulatour was also an advisor and producer for Eclair; he backed several of Gibson's films, including her 1912 hit *Saved From the Titanic*. A year later, while driving Brulatour's sports car in New York, Dorothy

By 1912, Dorothy Gibson had already starred in her first **7** films. In 1912, the year of the disaster, she would go on to star in another **18**, one of which was the *Titanic* movie. *Saved From the Titanic*. Though, if we add the actual *Titanic* psychodrama into her credentials, we can clock her 1912 performances in at 19. In 1911, Dorothy Gibson began a six-year love affair with married movie tycoon **Jules Brulatour**, **head of distribution for Eastman Kodak and co-founder of Universal Pictures**. But I'm sure that's all just a coincidence. *Also*, a coincidence that Gibson only began acting in 1911 and then retired from movie making in 1912, soon as the *Titanic* movie was made.

Apparently, the Titanic film was so bad that nobody in the film industry thought it was worth preserving. In fact, every single film which Dorothy Gibson has ever made but one has conveniently been scrubbed from history. The Wiki gives us a few other juicy tidbits to chew on though. For whatever reason, Dorothy was the inspiration for the fictional character Susan Alexander Kane in **Orson Welles'** *'Citizen Kane'*, wait, *huh...?* Why or how, we are not told. But then we read the *following*.

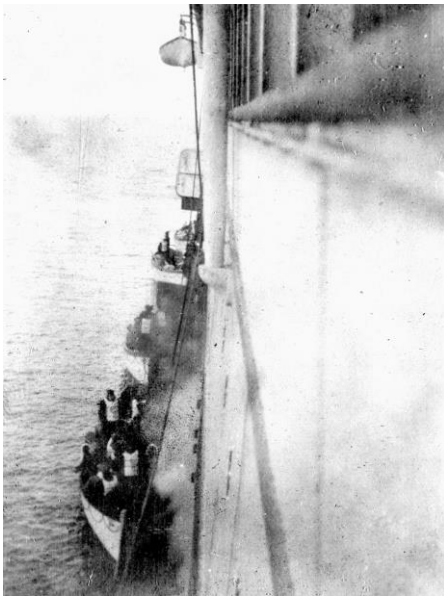
A Nazi sympathizer and alleged **intelligence operative**, Dorothy renounced her involvement by 1944. She was arrested as an anti-Fascist agitator and imprisoned in the **Milan prison of San Vittore**, from which she escaped with two other prisoners, journalist **Indro Montanelli** and General **Bartolo Zambon**. The trio was aided through the intervention of **Cardinal Ildelfonso Schuster, Archbishop of Milan**, and by a young chaplain of the Milanese resistance group **Fiamme Verdi**, Father Giovanni Barbareschi.^[19]

Dorothy was a Nazi sympathizer and **alleged intelligence operative**. Tell us something we don't know. **POST-EDIT:** *Found something I didn't know, and here it goes. Lifeboat 7 was launched without its plug, causing water to leak into the bottom of the boat. Wait, is this a sex joke? I think this is a sex joke, but I'm not certain. Let's keep reading to find out. It is Gibson who told this story, later adding: "This was remedied by volunteer contributions from the lingerie of the women and the garments of men." Unbelievable.*



Here we are shown several of the very lifeboats which are said to have rescued passengers from the sinking ship in the Atlantic, but with several

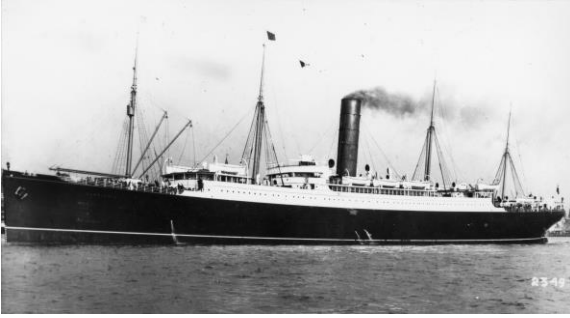
sullen people who wanted to be included in the photograph. And just to prove the validity of their claim, that these boats did indeed derive from the Titanic, we can even see the words RMS TITANIC imprinted on the one closest to us. How adorable. It's a fake. You can obviously tell somebody took the time to add sticky letters onto a photograph and then pass it off as the real thing, as no other boat has them. Even The Wikipedia is pressed to admit the photo has been doctored. But then they have the gull to pass it off as a legitimate photo anyways. I keep getting asked why our Controllers would lie about the sinking of an ocean liner. Well, why would they *fake* photographs?



And *here* we see a photograph of the lifeboats pulling up to the **RMS Carpathia**. The one closest to us doesn't look anything like the lifeboats shown in the doctored photo, but let's just go with it. We are told Carpathia rescued the 493 surviving passengers and 212 crew, or **705** altogether, at precisely **4:00am**. Does that look like 4 in the morning to you? There's far too much light. It's the north-Atlantic Ocean in April. The sun wouldn't even rise over Halifax until 6:29. Are we expected to believe they stood around in the boats freezing their butts off for nearly 3 hours,

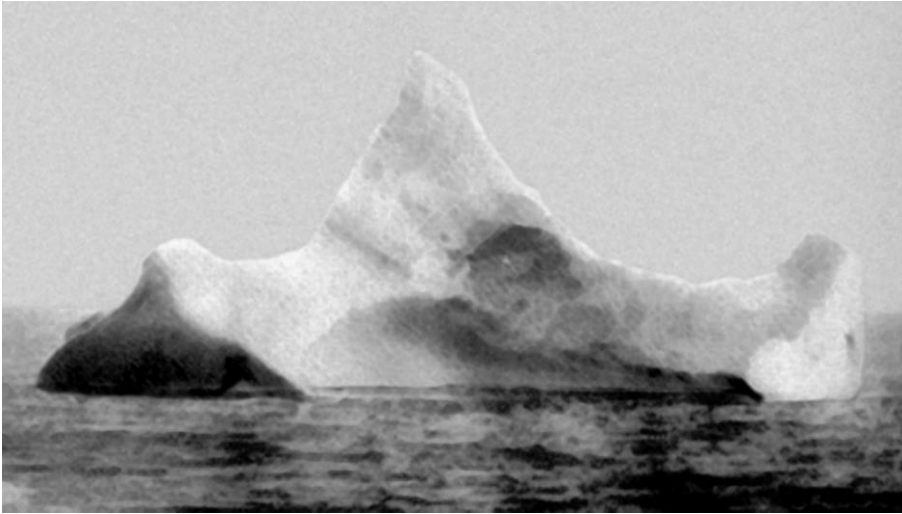
waiting on the photographer?

If I had to guess, the only reason why we are given a vertical glance is because the RMS Titanic had not yet split the scene. The wealthiest people stayed behind. Perhaps a few of them stood on the deck to smoke a cigarette and see them off, but mostly, they just slept in. It would be left to Captain Smith and his crew to ensure that the crisis actors were safely dropped into the water and then successful in paddling from point A to the B, which is the RMS Carpathia.



On closer inspection, it doesn't even look like the RMS Carpathia they've pulled up to. *This* is the postcard picture of Carpathia often provided for us. Do they look the same to you? When given a peripheral vision, the

hull of Carpathia is painted black. I'm seeing a barely distinct black stripe in the lifeboat photo and nothing else. Perhaps it is only a perspective issue. Who really knows? But then how far over the railing was the photographer leaning when he nabbed that shot?

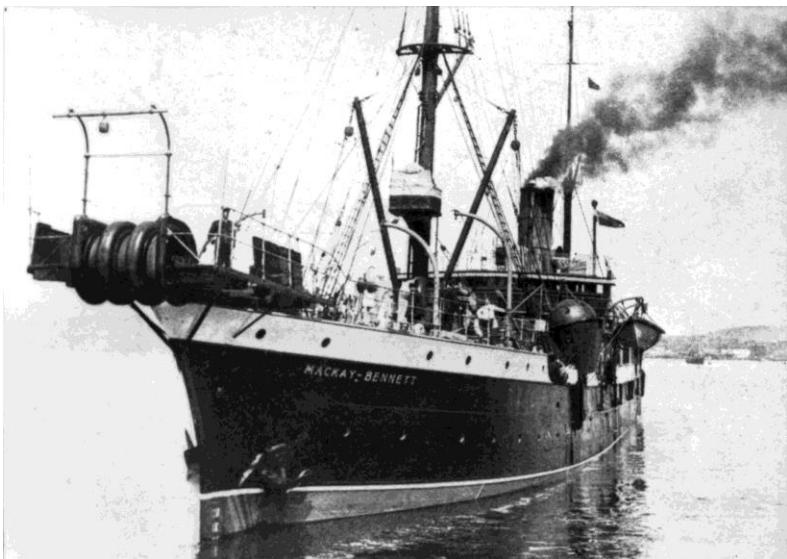


Oh, look! An actual picture of the iceberg that brought down the RMS Titanic. So glad that somebody managed to go back and look for it. Another fake. Clearly not a real photograph. At best, it's composite imaging. I'm calling the iceberg for what it is though and it's a matte painting. Somebody decided to get experimental with the watercolors. The Wikipedia even suggests that a streak of red paint from a ship's hull can be reportedly found etched into one side of the berg. But not even they want to commit, as they claimed it was the red paint from "a ship's hull," which is not the same thing whatsoever as identifying the hull of

Titanic. Do you see the dark streak their insinuating? That's a terrible contrast of light and shadow, as painting go. Then again, the artist could only find employment with The Government.

Seems like they're missing the entire potential of an iceberg. There's a reason we say things like, "But that's only the tip of the iceberg." It's because what we can see is only a preview of how large and massive the entirety is underneath. We are expected to believe the berg drops straight down and that Titanic managed a clean swipe along its edge. How much of Titanic's red paint was visible above the waterline? Very little. Are we to believe Titanic dwarfed the berg that brought her down? *Please*. Titanic would have plowed through that cube like a lawnmower over Lego pieces.

Then again, another possibility is that the RMS Titanic split from the scene in the whereabouts of its scheduled sinking. It would have been an uncomfortable two hours floating around in the Atlantic, but the RMS Carpathia was sure to arrive and collect its crisis actors. Less people would need bought off that way. It would also give the crisis actors a practice run, getting their stories straight with the sailors and seeing how a live audience reacts to them. I'm still going with my first suggestion, that Carpathia pulled up right alongside Titanic, but you never really know.



Somewhere around 8 a.m., Carpathia split for New York. That's only a four-hour window, from arrival to departure. Strange that they made no further rescue attempts, but you and I know why. Recovery of the dead would not begin for another two days. The **Mackay-Bennett**, refitted as a morgue ship, didn't even leave Halifax until April 17. When it did arrive on the 19 of April, **Captain Frederick H. Larnder** claimed there were too many bodies bobbing around in their lifejackets to recover, and not enough embalming supplies or coffins. That's why they left some of the bodies behind, you see. The Canadian Government and associated burial and maritime laws dictated that any dead bodies had to be embalmed before a ship entered port. No exception would be made here. No rescue attempt was attempted by the Americans. How convenient.

Nobody thought to document the 333 recovered dead bodies, said to be bobbing over the surface of the water. That's right. There were 333 of them recovered, telling us that the Masonic Captain Larnder only decided upon 333 coffins and embalming supplies for Media purposes, as if that's not suspicious. Passing notes in class again, are we?



When it comes to all those bodies bobbing around on the waves though, we're only given *this* dribble. A picture of the capsized rowboat which nobody onboard thought worth their while. Likely a last-minute improv after they'd stretched all their crisis actors out as far as they could onto the other 18 lifeboats. All I'm seeing here is that there were no bodies to discover. Not one body in their rescue boat. None whatsoever. And who

snapped the rescuers photo from such great height? Must have been taken from the mass of the Mackay-Bennett. That's probably a given. It's just not how these rescue photos are advertised to us. We are told they paddled around for hours, painstakingly nabbing bodies. Presently though, they're all looking up at the camera. Doesn't anybody else find that strange? It looks posed. I'm guessing, the professional photographer instructed them to say *cheese!* Make sure to show their good side too, seeing as how this was likely to land in the Papers.



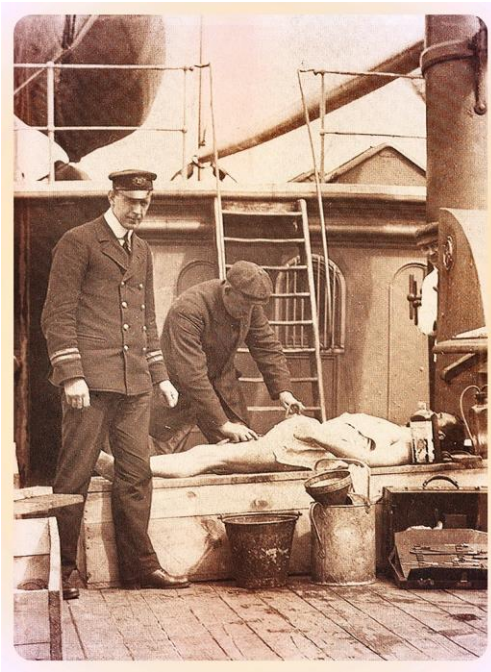
Larnder furthermore had the uncanny ability to identify the richest men on board. Men like **John Jacob Astor IV**. Including the entire first-class cabin, while dumping 113 third-class passengers back at sea. So nice of them, that they thought to bring a priest along. Let me ask you something. How in the world do you differentiate the floating, bloated carcass of a first-class ticket holder from a third-class ticket holder? Were they wearing Monopoly Man monocles with their pajamas? Did they have tickets in their pocket? Did the first-class deck have different colored life jackets? Perhaps the Mackay-Bennett carried a portfolio of everyone's mug shots? You tell me.



GypsyNester.com

Canadian authorities were apparently only interested in identifying the wealthy-looking, as one-third of the bodies were never identified or claimed. And why do you think that is, *hmmm?* Remember how half of the names on the World Trade Center death list didn't have a social security number or how their families never came forward? Almost half of the

bodies gathered by Captain Larnder and his crew were assigned numbers and buried in mass in Halifax.



Finally, we're given an actual dead body to work with. Is it a corpse though? If only they'd shown us one of the identified bodies. That would have been nice. Every caption that I can find of this photo reads: "**Titanic victim being embalmed onboard the Mackay Bennett.**" Must have been one of those bodies thrown into unmarked graves. Despite being photographed too. A hundred years have passed, and nobody once claimed to know this guy. It sure would have been nice to see somebody getting embalmed who had friends,

but that's too much to ask of our storytellers. J.J. Astor had plenty, but *alas*, no picture to show his embalming. How is this photo not posed? An officer gazes at the camera while the embalmer looks busy and somebody else peeks around the corner for laughs.

In this photo we are told one entire month has passed since the sinking of the Titanic, and rescue parties are still on a search for the missing. So much effort for rescuers laboring to pull up bodies only to dump them back in again for lack of Maritime law supplies. Why would they do that? Nobody was claiming these people. Mind you, looking at this photo, I haven't the faintest clue if it's May of 1912 or June of 1917. All I see is a picture of sailors pulling up to a rope ladder. Still not seeing any proof of the bobbing bodies.



There are **conflicting accounts** of Smith's death.

IN the days and weeks following Titanic's disappearance, crisis actors were planted among the newspapers. Stories were told. And as you'd expect, contradictions become even worse than what we've seen in the recovery efforts. Right off the bat, Captain Smith was given a dozen different ways to die. The Wikipedia introduces his demise to us by stating: "There are **conflicting accounts** of Smith's death," before

proceeding to explain any number of ways in which he might have died, depending of course upon who is telling the story.

wheelhouse. "I saw Captain Smith on the bridge. My eyes seemingly clung to him. The deck from which I had leapt was immersed. The water had risen slowly, and was now to the floor of the bridge. Then it was to Captain Smith's waist. I saw him no more. He died a hero."^[29]

The most often repeated ones derives from our favorite newspaper, *The New York Herald*, where a certain **Robert Williams Daniel**, who claims to have jumped from the stern immediately before the ship sank, witnessed Captain Smith drown in the ship's wheelhouse. Daniel quotes:

"I saw Captain Smith on the bridge. My eyes seemingly clung to him. The deck from which I had leapt was immersed. The water had risen slowly and was now to the floor of the bridge. Then it was to Captain Smith's waist. I saw him no more. **He died a hero.**"

Contrarily, Junior Marconi Officer **Harold Bride** has Captain Smith taking a dive off the bridge just as Collapsible B was levered off the roof of the officers' quarters. Here Wiki adds, it is "**a story corroborated** by first class passenger Mrs. Eleanor Widener, who was in Lifeboat No. 4 (the closest to the sinking ship) at the time."

Next, we find several varying accounts claiming Smith attempted to swim towards the overturned Collapsible B life raft. Though **Colonel Archibald Gracie** only insinuated the swimmer to be his beloved captain, he claimed to have told the mystery man: "Hold on to what you have, old boy. One more of you aboard would sink us all," to which the swimmer replied with an air of authority, "All right, boys. Good luck and God bless you." Why would anybody tell the Captain of the ship to buzz off?

Fireman **Walter Hurst** tried to reach Smith with an oar, but the rapidly rising swell carried him away. From here, recounted stories take a dive for the worse. We hear of a heroic Smith jumping ship but with an unidentified child in his arms to the boat. Two passengers onboard Collapsible B, **Harry Senior**, one of Titanic's stokers, and second-class passenger **Charles Eugene Williams**, both claim that Smith presented the child but then turned back, shouting: "I will follow the ship!" Who is this child? We are never told. Williams' version is even more colorful. Apparently, upon learning that **First Officer Murdoch** had perished (as

if anybody would know of his fate), Smith “pushed himself away from the lifeboat, threw his lifebelt from him, and slowly sank from our sight. He did not come to the surface again.” The Wiki is quick to admit: “**These accounts are almost certainly apocryphal.**” *Oh gee.* You think? That’s the problem with crisis actors. They’re great for sticking to the lie among cheap paychecks but never can seem to get their stories straight.

For many years, there were also conflicting accounts of Smith's last words. Newspaper reports said that as the final plunge began, Smith advised those on board to "Be British boys, be British!" Although this is engraved on his memorial and portrayed in the 1996 TV miniseries, it is a myth popularised by the British press at the time.^[when?] If Smith had said these words to anyone, it would have been to the crew, but not one of the surviving crew members claimed he did. Because Steward Brown's account of Smith giving orders before walking onto the bridge was the last reliable sighting, this would make Smith's last words simply "Well boys, do your best for the women and children, and look out for yourselves."^[34]

Wiki is even pressed to admit that Newspapers were *literally* inventing Smith’s famous last words. “Be British boys, be British!” Also, that our continued knowledge of those words is an often-regurgitated product of Hollywood. They blame shift the British press, as if that’s supposed to cure the headache of cognitive dissonance. Sure, British newspapers have Smith taking a gun to his head, but the American Media doesn’t fare any better. It’s rather difficult for me to take any of this seriously when in fact the original reports are admittedly lies of the Newspaper men. I guess it’s a good thing that our writers of history have sorted it all out for us so that we are no longer expected to think for ourselves. In case you were wondering that last line is sarcasm. I’m trying to steer clear of it, but they’re not making it easy.



Victims’ bodies had barely been rounded up and either towed ashore or dumped back in before Captain Smith was discovered alive in the streets of Baltimore. *Oops.* The July 1912 encounter was reported by **Peter Pryal**, former quartermaster on the steamship *Majestic* of the White Star Line, of which Edward John Smith was its captain. Pryal apparently even observed Titanic’s captain two mornings in a row, “attired in a neat

fitting business suit of a light brown color, straw hat and tan shoes,” and carrying two briefcases. Pryal then stood on the corners of Baltimore and Saint Paul for nearly an hour, hoping for another sighting. Not even his own wife believed he’d show. Guess what? He showed.

Pryal called out after him: “Captain Smith, how are you?”

The man answered: “Very well, Pryal, but please don’t detain me. I’m on business.”

Pryal followed him.

Upon realizing his error, Smith hurried into the Calvert building, endeavoring to lose himself in the crowd. He then scurried onto a cable car. Though Pryal managed to climb onboard, Smith hopped off at the Washington, Baltimore, and Annapolis station, and scampered towards another. Pryal did not make the transfer in time. It was their *final* meeting. Pryal told his encounter to the press on the following day and never filed another report.

My favorite part of Pryal’s story derives from the offices of White Star Management, wherein they felt the need to respond to the Media with the *following* memo:

WHITE STAR MANAGEMENT DO NOT BELIEVE HE MET WITH CAPTAIN SMITH

LONDON, Special---The story told by Captain Peter Pryal, of Baltimore, to the effect that he met Captain Smith, the commander of the Titanic, who was supposed to have gone down with his vessel, on the streets of Baltimore on Friday last and talked with him was received with incredulity at the offices of the White Star Line here.

"We have heard nothing to indicate that Captain Smith did not meet death when the Titanic went down," said the manager. "This Baltimore captain's story must be either the result of delusion or mistaken identity."

Captain Pryal had stated that he sailed with Captain Smith when the latter commanded the Majestic; that he met him on the street in Baltimore on Friday, talked with him and watched him depart for Washington.

Some might argue that former quartermaster Peter Pryal had a piehole needing shut, but that's not how I see it. *The Evening Sun* didn't host a picture of Captain Smith, complete with a caption which read: "**ALL TITANIC PASSENGERS ARE SAFE; TRANSFERRED IN LIFEBOATS AT SEA**" without reason. Slapping everyone's face with the truth but then immediately reassigning it to the garbage bin of *fake news* has long been an Intel tactic. It was all a part of the regime since day one.

Need I remind you though, Peter Pryal was not some trucker who overdosed on Cheetos and then sat down at a Midwest coffee shop only to be visited by an apparition of Elvis. The **witness protection program** did not *officially* exist in 1912. Nobody—not even Pryal—thought along those lines. Or if they did, our writers of history have done a good job at scrubbing their claims to conspiracy, and I wouldn't doubt it. Still, getting people to disappear in the early twentieth century, decades before television, was easily accomplished. All they needed to do is bump someone over a town or two, so long as they had a Masonic Lodge to report into. No questions asked.

The Witness Security Program was authorized by the **Organized Crime Control Act** of 1970 and amended by the **Comprehensive Crime Control Act** of 1984. According to Wiki: "the U.S. Marshals have protected, relocated and given new identities to more than **8,600** witnesses and **9,900** of their family members, since the program began in 1971." Aside from the fact that I am given absolutely no reason to trust these numbers, they want the collective consciousness to conclude that it is organized crime whom these people must be protected from when in fact relocation is more likely apportioned to hoaxers like Captain Smith and his merry crew.



Thomas Andrews Jr. was the naval architect in charge of designing Titanic. He too perished during her maiden voyage, and like Captain Smith, very few crisis actors seem to agree on the exact circumstances surrounding his fate. The Wiki has a terrible time keeping up with their juggling act. We first read of **John Stewart**, a steward on the ship, who claimed he saw Andrews sitting alone in the first-class smoking room with arms folded, a lifebelt lying on a nearby table. Stewart asked him: “Aren’t you going to have a try for it, Mr. Andrews?” Andrews however didn’t answer or move, apparently in a state of shock.

The time, according to Stewart, was approximately **2:05 a.m.** That’s a mistake. Even The Wiki is forced to admit it. I’ve personally grilled crisis actors and can tell you they often slip up when giving the time. You really think they wouldn’t, and that their production directors would advise them from walking into a trap during interviews. There are

far too many constraints and easily detected contradictions when working with the clock, particularly when Improv is involved, but a hundred years later and they're still attempting to outwit the long and shorthand. Not my problem.

Although this has become one of the most famous stories of the *Titanic* disaster – published in a 1912 book (*Thomas Andrews: Shipbuilder* by Shan Bullock) and thereby perpetuated – there is circumstantial evidence to show that Stewart, in fact, left the ship in lifeboat No. 15 at approximately 1:40 a.m.,^[16] half an hour before his reputed sighting of Andrews. In *Thomas Andrews: Shipbuilder*, Bullock wrote that Andrews likely stayed in the smoking room for some time to gather his thoughts, then continued assisting with the evacuation. Bullock

Stewart's story ended up in Andrews' biography, which just so happened to be published that very year—in 1912. Man, they were just hitting this psyop from every possible angle, weren't they? Only problem is, Stewart had already left the ship in lifeboat No. 15 at approximately 1:40 a.m., nearly thirty minutes before hanging with Andrews in the first-class smoking room. Stewart really didn't think that one through, did he? But crisis actors aren't the sharpest tools in the shed, why raise the bar?

even discussed several other very later sightings of Andrews after that moment.^[16] Another sighting of Andrews was around 2:00 a.m., where he was seen on the back of the boat deck. The crowd had begun to stir, but some women remained reluctant to leave the ship. To be heard and to draw attention to himself, Andrews waved his arms and called to them in a loud voice.^[14] This didn't do anything, so he began frantically throwing deck chairs into the ocean for people to use as floatation devices. Bullock also said that Andrews was seen, carrying a lifebelt, possibly the same lifebelt that was lying on the table in the smoking room, heading to the bridge, perhaps in search of Captain Smith.^[14] In addition, mess steward Cecil Fitzpatrick claimed to have seen Andrews and Captain Smith together on the bridge just a few minutes before the ship began its final plunge, and that both men jumped overboard just before the bridge was submerged.^[16]

From there, the inconsistencies *continue*. We next read of another Andrews sighting at 2:00 a.m., an astonishing five minutes before Stewart's encounter, wherein Andrews shouted at the women to abandon ship. Apparently, the women weren't interested in messing up their make-up and hair. When arousing their blood didn't work, he began frantically throwing deck chairs into the ocean for people to use as floatation devices. Such a contrast between Stewart's encounter and the others would normally cause me to pause and contemplate which, if any, is Andrews getting into full character. The far easier conclusion however is that none of these encounters happened to begin with, as all we're given are imaginative stories.

It is mess steward **Cecil Fitzpatrick** who built upon the harrowing dive which others had reported of Captain Smith, seconds before the bridge submerged, adding that it is Andrews and Smith who took the dive together.

THE AWARD for the greatest crisis actor goes out to **Molly Brown**. *Easily*. Here we see Molly handing an award to **Captain Arthur Henry Rostron** for his service in the rescue of survivors of the Titanic, but don't be fooled. It



is Molly who deserves one. When it came to the Titanic psychodrama, nobody did it better. She may even be the greatest crisis actor of all time.

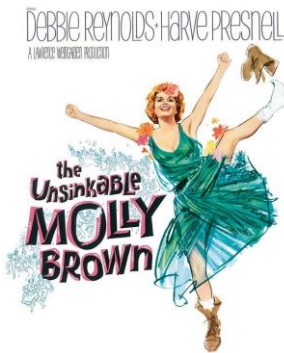
The daughter of Irish immigrants, Brown was born Margaret Tobin on July 18, 1867 in Hannibal, Missouri. She received little formal education and found work in her early teens as a waitress. Around 1884, she moved to Leadville, Colorado, after having purportedly been told by one of her customers, **Samuel Clemens (Mark Twain)**, about the wealth that could be found in the Rockies. In Leadville, she met James Joseph (J.J.) Brown, the manager of a silver mine. The two married in 1886 and had two children, Helen and Lawrence.



Her story technically begins with **Mark Twain**. No, I'm not making this stuff up. The writers of history are and I'm just reporting on it. *Irish America Magazine* has **Mark Twain** meeting Brown while a waitress in Missouri and then sending her on a quest for riches in the Rockies. We've seen agent Twain pop up randomly before, and to the point that I'm beginning to think his endorsement, whether real or fictional, is codeword for somebody who's been recruited. Anyhow, it is there where she met **James Joseph Brown**, the manager of a silver mine.

J.J. made a small fortune in a gold find and he and Maggie moved to Denver. Maggie sought to enter Denver society but met with little success. After she and her husband separated, she began traveling throughout Europe with her son, Lawrence, where through her persistence and flamboyant personality she gained acceptance into the society of a group of wealthy Americans.

After two children and a separation, we then find a flamboyant Maggie Brown traveling around Europe, gaining acceptance into a society of wealthy Americans. Which is to say, they weren't wealthy Americans living in America. Probably just a nice way of saying she was rubbing shoulders with the *right* people for a psyop such as this. Maggie Brown, International Woman of Espionage and Intrigue.



The 1964 musical starring **Debbie Reynolds**, *The Unsinkable Molly Brown*, and the 1960 Broadway production upon which it was based, has Molly's husband becoming jealous and leaving for America after the attention of a European prince is cast upon her. Realizing that Johnny is her true love, Molly sets sail onboard the RMS Titanic. That's a far better version than the one which the writers of history have decided to go with now, but it is what it is. Point being, I'm trying to recollect another crisis actor in history whose bio ended up becoming a Broadway, musical, and can't think of any.

Brown assisted in fundraising for Denver's Cathedral of the Immaculate Conception, which was completed in 1911.



Blink and you'll miss it. Molly assisted in fundraising for the construction of **Denver's Cathedral of Immaculate Conception**, which was completed in 1911. Wonderful story and all, but that's a mud flood building. Meaning: its original date of construction takes us hundreds of years earlier than what we're being

told. Molly Brown had no part in anything but pocketing money for the Intel community. Funding the construction of mud flood buildings is probably how she got her feet wet. A trick of the trade she may have learned among her American friends in Europe.



Speaking of rich friends, Brown spent the first months of 1912 in Paris as part of the **John Jacob Astor IV** ensemble. If you wanted to pull off a Titanic-sized hoax, then I can't think of anyone better than the richest man alive. Correction: John Jacob Astor IV may have not been the richest man alive, *exactly*, but he was undeniably one of them. Certainly, the richest on Titanic. In 1912, Astor had a net worth of roughly \$87 million. Think **Thurston Howell III** from *Gilligan's Island* but on steroids. A guy like that was probably tipping the bellhop in hundred-dollar bills. And just think, for Molly Brown the waitress, it all started in a Missouri restaurant, when in through the door walked Mark Twain.

Newport, Rhode Island, mansion. There was also much controversy over their 29-year age difference.^[12] His son Vincent despised Force,^[13] yet he served as best man at his father's wedding.^[14] The couple took an extended honeymoon in Europe and Egypt to wait for the gossip to calm down. Among the few Americans who did not spurn him at this time was Margaret Brown, later fictionalized as *The Unsinkable Molly Brown*. She accompanied the Astors to Egypt and France. After receiving a call to return to the United States, Brown accompanied the couple back home aboard RMS *Titanic*.^[4]



At the time of their travels together, Astor was 47 years old, fresh off a divorce, and on his honeymoon with 18-year-old socialite **Madeleine Talmage Force**. Adding to their controversy, in case you didn't notice, was their 29-year age difference. We are told the couple took an extended honeymoon in Europe and Egypt to wait for the gossip to settle down, but that's not the John Jacob Astor IV that I've come to know. You'll see what I mean in a page or two. I might as well get this out of the way now though. His marriage to Madeleine was likely all part of the act, and it wouldn't surprise me in the least if her parents were in on the intended drama. Refer to the front page spread of *The New York Herald* again, and you'll see that Madeleine's portrait has taken top billing.

Not a bad gig for Mrs. Astor, when you stop to think about it. Put in a few months' work and ride out your remaining years as a millionaire bachelorette. Mr. and Mrs. Astor were busy cooking something up alright, and as you can plainly see, the unsinkable Molly accompanied them. But I haven't any reason as to believe why they honeymooned in the places we're told they were. We are furthermore given no good reason whatsoever as to why Brown would hang with Astor on his honeymoon, and even less as to why all three hitched a ride onto *Titanic* together. Astor wanting his young pregnant bride to have their baby in America is one thing, but then Molly's excuse, which involved a call to return to the United States because her son was sick or whatever, is way too convenient.



Brown giving Captain Arthur Henry Rostron an award for his service in the rescue of survivors of the *Titanic*.

The *Titanic* sank early on April 15, 1912, at around 2:20 a.m., after striking an iceberg at around 11:40 p.m. Brown helped others board the lifeboats but was finally persuaded to abandon ship in Lifeboat No. 6.^[1] Brown was later called "The Unsinkable Molly Brown" by authors because she helped in the ship's evacuation, taking an oar herself in her lifeboat and urging that the lifeboat go back and save more passengers. Her urgings were met with opposition from Quartermaster

Robert Hichens, the crewman in charge of Lifeboat 6. Hichens was fearful that if they went back, the lifeboat would either be pulled down due to suction, or those in the water would swamp the boat in an effort to get in. After several attempts to urge Hichens to turn back, Brown threatened to throw him overboard.^[1] Sources vary^[citation needed] as to whether the boat went back and if they found anyone alive. Brown's efforts sealed her place in history, regardless.

If you stop to think about it, it is not Titanic where Molly Brown enters the world stage, but on-board Lifeboat 6. Which is why I've given her the award for the greatest crisis actor, possibly of all time. Name practically any other victim or survivor worth mentioning, and they all arrived with credentials. But not Molly. No, Molly made a name for herself on Lifeboat 6 when she threatened to throw Quartermaster Robert Hitchens overboard, or in the very least spank him with her paddle, for not picking up the floaters.

Once again, The Wiki tells us: "Sources vary as to whether the boat went back and they found anyone alive." What do they mean by "sources vary?" Just ask Molly. Surely, she could tell us if she were sassy enough or not to turn the ship around. By now you should know exactly what they mean by *varying sources*. The entire narrative is swarming with

crisis actors. All the writers of history can attempt to do is iron out the wrinkles. There's far too many. Fun fact: I found 2 other suffragettes listed in Molly's boat. **Elsie Edith Bowerman** and **journalist-author Helen Churchill Candee**. She must be that other *varied* source And then there's *this*...

During the last years of her life, Brown was an actress.

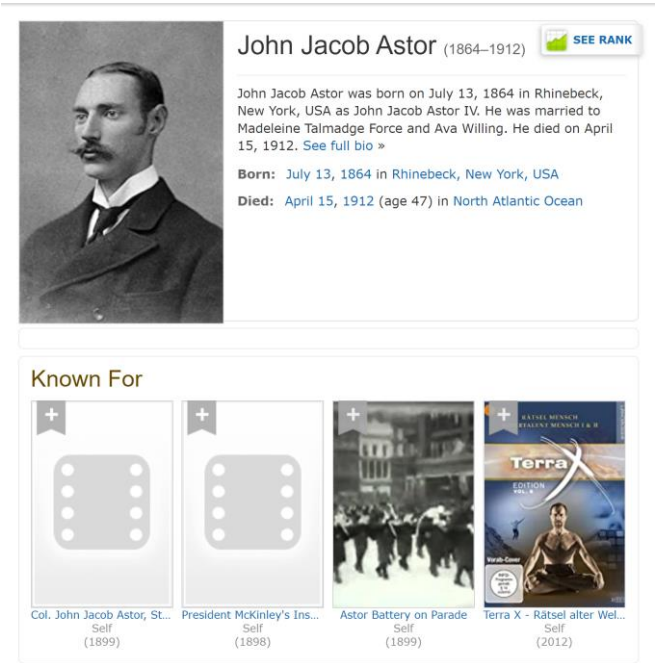
Are you getting this? **Molly Brown was an actress**. Of course, she was an actress. She was so good at being a crisis actor that even the official narrative eventually went with it and named her an honorary one. The part where they tell us she became an actress during the last years of her life is simply how they throw it in our faces. That much is a lie. She was *always* an actress.

You know who *else* was an actor?



This guy was. **John Jacob Astor IV**. The writers of history don't even attempt to hide that fact. His greatest starring role was being the richest person on the Titanic who drowned, but *here* we see him dressed up as

Henry IV of France. Among Astor's other accomplishments was 'A Journey in Other Worlds', an 1894 science-fiction novel about life in the year 2000 on the planets Saturn and Jupiter. You're already familiar with Jules Verne. I'm willing to bet that every turn of the century science fiction novel or space opera was written by Freemasons.



John Jacob Astor (1864–1912) [SEE RANK](#)

John Jacob Astor was born on July 13, 1864 in Rhinebeck, New York, USA as John Jacob Astor IV. He was married to Madeleine Talmadge Force and Ava Willing. He died on April 15, 1912. [See full bio](#) »

Born: July 13, 1864 in Rhinebeck, New York, USA
Died: April 15, 1912 (age 47) in North Atlantic Ocean

Known For

- Col. John Jacob Astor, Staff and Veterans of the Spanish-American War (1899)
- President McKinley's Inspection of Camp Wikoff (1898)
- Astor Battery on Parade (1899)
- Terra X - Rätsel alter Welten (2012)

Astor even has his very own IMDb bio page where, just in case you had any doubts, he's listed as an **actor**. Playing himself but still acting. Films include such classics as 'President McKinley's Inspection of Camp Wikoff' (1898), 'Col. John Jacob Astor, Staff and Veterans of the Spanish-American War' (1899), and 'Astor Battery on Parade.' They're all **wartime propaganda films**. But not just any war. The Spanish-American War was the same imaginary conflict which **William Randolph Hearst** invented to sell Newspapers. How they're not cult classics is anybody's best guess. But then check out his immediate relations.

His sister Helen's husband was diplomat **James Roosevelt**. Recognize the name? James was a half-brother of **President Franklin**

Delano Roosevelt. Another one of Astor's sisters, Carrie, was a noted **philanthropist** and the wife of **Marshall Orme Wilson**. Dig a little deeper into Wilson and we come to find that he was the brother of banker **Richard Thornton Wilson Jr.** and socialite **Grace Wilson**. Not seeing the next connection...? Grace married a **Vanderbilt**. Them again? Still think they had Astor murdered...? These spooks are employed for the same people, working towards the same agenda, and they're all related.



In the aftermath, ships were sent out to retrieve the bodies from the site of the sinking; of the 1,517 passengers and crew who perished in the sinking, only 333 bodies were ever recovered. Astor's body was recovered on April 22 by the cable ship *Mackay-Bennett*.^[4] Astor was identified by the initials sewn on the label of his jacket. Among the items found on him was a gold pocket watch, which his son Vincent claimed and wore the rest of his life.^[24]

Wait, hold on. Did The Wikipedia just tell us that only **333** bodies were ever recovered? I'm pretty sure that's what I just read. *Mm-hmm*, I re-read it just to be certain. **333 bodies**. Not 329 bodies. Not 342. Nope, 333. I'd say you can't make this stuff up, but that's precisely what they're doing. Making it up as they go along. (**EDIT**: I know I've already mentioned the 333 bodies, but only because I'm not writing this stuff in order. Only here

did I discover it. It's still worth repeating. And really, they don't even think to bring up that number except when speaking about Astor. How interesting.) It's all so Masonic. *Here's* the photo they give us to show documented evidence of all those bodies they were collecting, including Astor's. We are told they were exhausted. *Exhausted...* from collecting all those bobbing bodies. 333 of them. Looks like tiresome work.

They didn't give up either until Astor's body was finally recovered on the 22 of April. How was he identified? They're kind enough to tell us. "Astor was identified by the initials sewn on the label of his jacket." You've got to be kidding me. And if that isn't bad enough, as if to erase any doubts, we are told in the very *next* paragraph:

In his memoir, Gracie claims that Astor's body was recovered in a crushed condition. This led to popular belief that Astor was killed by the first funnel falling from the ship.^[25] However, two crew-members on the Mackay Bennett, and Captain Richard Roberts, the commander of Astor's yacht, said that apart from some slight discolouration by water, Astor's body was pristine.^[26] Survivor Philip Mock was quoted as claiming to have seen Astor in the water clinging to a raft with William Thomas Stead. "Their feet became frozen," said Mock, "and they were forced to release their hold. Both were drowned."^[27]

Gracie claimed Astor's body was recovered in a crushed condition. That's what it says. Gracie as you will recall was his 18-year-old wife. However, two crew-members on the Mackay-Bennett, not to mention Captain Richard Roberts, commander of Astor's personal yacht, said that Astor's body was pristine. Aside from a little discoloration, that is. Even the mortician who prepared his body kept to the script, assuring everyone that the billionaire was undamaged. Wiki claims it was Gracie's story which led to the belief that Astor was killed by a falling smokestack, but I'm not so certain about that. Knowing the sheer number of crisis actors running around, planted among the Press, any one of them might have invented the smokestack story.



Meanwhile, you'd think Gracie would have a say on the matter, lowering him into the ground and all. Astor was buried on May 4, 18 days after his drowning, in Trinity Cemetery of all places. Closed casket. Nobody saw the body. *Trinity*. How very Masonic of him. Look, either he was crushed, or he wasn't. Who is wrong and who is right? It's not simply one person lying though. There are so many lies. Far too many. I could go on, picking them apart one by one, but I'm sad to say I'm all out of time. Just know there are hundreds, *no*, thousands of articles written on Titanic, not including the movie tie-ins, all of which take up the juggling act, but only to reel you into the emotion. The Wikipedia has dozens of articles alone which aims to cover every possible loophole, hoping you don't notice.

But I noticed.

Hopefully, you did too.