

## **Titanic Mass Murder Plot**

There were a total of fifty-five cancellations before she set sail, somewhat reminiscent of the rumors surrounding 9/11 alleging that several people failed to show up for work at the World Trade Center that day seemingly as a result of some form of advance warning, or the Oklahoma Bombing, where several members of the Alcohol Tobacco and Firearm Bureau, which had an office in the federal building, stayed away from work the day of the bombing, having received prior warning. It seems hard to deny the fact that some kind of prior warning was issued to these highly prized members of the global elite in advance. Could it be because they were all members of the Sons of Balial cabal of Freemasonry? J.P. Morgan, being one member of this cabal to cancel, claimed that it was his wife's prescient dream that prompted him to cancel. There must have been a fair number of clairvoyant wives on extra duty since there were 55 cancellations all told. As for the elite members who went down with the ship, many of them were purportedly members of the Law of One cabal of Freemasonry, who are alleged by some researchers to have been the good guys, the opposite of the New World Order Masons. They allegedly wanted to found a friendly League of Nations and would have done so had they not ended up at the bottom of the sea. On one level, the Titanic plot can be seen as an effort to get rid of the good guys, and as usual, ritual played a big part in the plot.

It is also alleged that there was a fire and explosion in the boiler room before she set sail, which certainly resulted in damage to the ship's hull at the bow below the waterline. The iceberg purportedly cracked the plates for 300 feet along the ship's side, but the hole near the bow looks more like it was the result of an internal explosion which blew the hull from the inside out. Coal bunker fires have been employed as a M.O. for sabotaging ships since the American Civil War. The ploy consists of inserting gelignite inside a piece of coal, so that when the coal is shoveled into the furnace, it causes an explosion powerful enough to tear a hole in the hull.

Why would Captain Smith accelerate as he approached a dangerous ice field, which he had been warned about repeatedly to avoid? And why is the position of the wreck at odds with the coordinates taken at the time the ship issued its distress calls? All of these facts are documented in a book called *The Riddle of the Titanic* by Robin Gardener and Dan Van Der Vat. There is a record of an outbreak of fire in bunker number ten of the Titanic before she set sail. It could have been extinguished in port at Southampton before she set sail. There is no reasonable excuse for it not to have been with all the great port's fire-fighting facilities that would but little impede her departure

time. Instead of this, however, an additional twelve firemen were signed on to extinguish the blaze at sea. In addition, efforts were made to conceal the fire from Captain Maurice Harvey Clarke, the Board of Trade inspector. Why did Smith not have the fire put out before setting sail? Why would a captain of his sterling record risk passengers and crew, the greatest sea-going vessel in history along with his reputation and the opinion of history? Why did he hide the fire and behave so irresponsibly? Could the fire or some internal structural damage account for the ship's slight list to port in calm seas before the collision, as noted by several witnesses? Was there some undeclared damage to account for this, such as a leak? Had the ship already been taking on water before she hit the iceberg? Why after the collision with the iceberg did Smith run the engines slow ahead for several minutes, as attested to by several witnesses, a move which would have certainly resulted in further flooding of the forward compartments? Why was 'counterflooding' not attempted as a means of keeping the ship on an even keel for longer? Why did Robert Ballard find a bulkhead not on his plan of the Titanic when exploring the wreck? (The Vatican Assassins) The authors conclude that the American disaster hearings covered up the role of the ship's true owner, J. Piermont Morgan, while the British inquiry, dominated by an insider-dealing Attorney-General, whitewashed the government's complicity in the whole affair. Meanwhile, the White Star Line covered up its own gross negligence by bribing key witnesses and packing the helmsman off to South Africa before the hearings. (Robin Gardner and Dan Van Der Vat, *The Riddle of the Titanic*)

The Jesuit Captain Smith was well acquainted with what was expected of him. He was under a sacred Oath, functioning as a virtual mind-controlled Manchurian Candidate. This accounts for the reported enigmatic and seemingly extreme absent-minded behavior he exhibited the night of the disaster. There is no opportunity to recant. The ship has been built for the enemies of the Order. He would have the bridge manned with only one pair of binoculars, and gives orders that the ship is to speed ahead under a full head of steam, a breakneck twenty-two knots, on a moonless, dark night through a gigantic ice field, nearly eighty square miles in size, despite receiving in excess of eight telegrams of warning as well as many other cautions. Deaf to reason and apparently hell-bent on destruction, First Officer and co-conspirator, William M. Murdoch, has been instructed by the Captain on what to do at the first sign of an approaching iceberg. He orders the engines to be thrown in reverse while swinging the ship sharply to the left, its starboard side. Had the captain not reversed his engines the Titanic would have turned much more quickly the greater the forward motion. This grievous error cannot be excused, especially by an experienced navigator, as it was a violation of one of the

cardinal rules of safety, which is to avoid turning a ship broadside to danger. Yet we are asked to believe there is a rational explanation for Captain Smith, the master of his profession, making such a basic blunder in addition to steaming full speed ahead through the up-and-coming icebergs he had been warned about.

There appear to be other agents who play their part in ensuring the ship could not be saved. David Blair (1875 - 19??) was a British merchant seaman with the White Star Line, who had reassigned him from the RMS *Titanic* just before its maiden voyage. His date of death is not listed. What happened to him? Covert operatives often disappear and are never seen again following the completion of a mission. He was not available to testify in the inquiry afterwards and yet the evidence would suggest that he is responsible for the binoculars being unavailable for the crew. Due to his hasty departure, he accidentally kept the key with him that was meant to grant access to a storage locker believed to contain binoculars intended for use by the crow's nest lookout. Blair, from Broughty Ferry, was originally appointed the Second Officer of the *Titanic*. He had been with the ship during its trial voyages to test its seaworthiness.

The White Star Line, however, decided to have the Olympic's Chief Officer, Henry Wilde take the position, due to his superior experience with ships of the *Titanic*'s class. Blair wrote about the disappointment of losing his position on the *Titanic* in a postcard to his sister-in-law days before the *Titanic* left for Southampton, remarking, "This is a magnificent ship, I feel very disappointed I am not to make her first voyage." When Blair left the *Titanic* on April 9, 1912, he took with him the key to the crow's nest locker, by accident so it is alleged. This is no excuse and the fact that his actions were never duly investigated points to another cover up. This mistake is the reason there were no binoculars available for the crew during the voyage. According to other versions, the binoculars were not in the locker, but were left behind in his cabin, or he took them along with him when he left the ship, as they were his personal set of binoculars. The absence of binoculars being a factor in the sinking of the *Titanic* became a point of investigation in the subsequent inquiries into the sinking.

The lookouts at the time of the collision Frederick Fleet and Reginald Lee maintained during the inquiries that they were informed they were to have no binoculars during the voyage. Fleet, when asked by a commission of inquiry composed of members of the United States Congress whether or not they would have seen the iceberg from farther away, replied that he would have seen it "a bit sooner". When asked "How much sooner?" he responded: "Well, enough to get out of the way." (Daily Mail, 2009)



**Titanic's Guilty Captain Smith About to Depart, 1912.**

**As the Jesuit Francis M. Browne disembarked from the Titanic in returning to the Black Pope's Irish Province, he took this final snapshot of Captain Smith peering down from the bridge. The eye contact between the Jesuit and the Deathship's pilot betrayed the oath-bound duty the Captain would fulfill. *Secrets of the Titanic*, (National Geographic, 1986) Video, 60 minutes.**

In 1898, fourteen years before the Titanic sank, Morgan Robertson, a member of the Jesuit Order otherwise known as the Society of Jesus wrote a fictional book called *Fidelity* about the largest ocean liner ever built aptly named the Titan. It was also touted to be unsinkable like the Titanic. The Titan set sail on her maiden voyage in April just like the Titanic. And like the Titanic, the Titan was moving too fast in the night, struck an iceberg and sank. Many perished because the ship had too few lifeboats for a passenger list of 3,000. The Titan, additionally, matched the Titanic nearly exactly in terms of weight and tonnage. The extraordinary number of congruencies and correlations rather diminishes the possibility that the fictional Titan and the real-life

Titanic are twins by name and fate merely by chance and coincidence. It is worth noting that the governor of Oklahoma's brother would similarly write an equally prophetic novel about the 'OK Bomb'. Oklahoma Governor Frank Keating's brother, Martin Keating, wrote a manuscript in 1991, roughly four years before the OKC bombing. This manuscript, now a published book, is titled *The Final Jihad*. In this book, Martin Keating lays out a story of terrorists, based in OKC, who decide to bomb a federal building. Guess what the name of the one of the key "terrorists" in the book is? Tom McVey. Even more remarkable is the fact that the novel appears to be the script for the real-life event, since the terrorists depicted in *The Final Jihad* are stopped by an Oklahoma highway patrolman for a broken tail light. Gov. Frank Keating is actually a former higher up in the FBI. His brother, Martin could not get this work published until after the bombing. (FBI reopens Oklahoma City bombing case by Michael Hampton Posted: August 21, 2005 8:12 pm, <http://www.homelandstupidity.us/2005/08/21/fbi-reopens-oklahoma-city-bombing-case>)



**Jesuit Coadjutors William M. Murdoch and Edward J. Smith, 1912**

**Captain Smith (right), posing with his First Officer privy to the plot, kept the Order's wealthy Jewish targets from boarding the partially filled lifeboats.**

Departing southern England from the port of Southampton at 12:00 noon on April 10, 1912, the Captain's master boarded. This was the agent at the personal beck and call of the most powerful Jesuit in Ireland, who in turn reported directly to the Black Pope in Rome, Francis Xavier Wernz. The Captain's master was a military operative of his Provincial-Superior of the Irish Province of the Society of Jesus. The man in question was Francis M. Browne made famous in the *National Geographic* video *Secrets of the Titanic*, released in 1986, one year after Irish Jesuit priest Edward E. O'Donnell discovered Browne's photographic collection in a large metal trunk, bringing it to the attention of the editor of the *London Sunday Times*. Browne, for the purposes of deception and "deep cover," billed himself as a mere photographer for the Church, but was serving in the same capacity as 33<sup>rd</sup> Degree Freemason, Abraham Zapruder, the photographer of the Masonic Passion Play called the "Killing of the King", in which John F. Kennedy, would die ritually at the hands of his assassins. (Phelps, *Vatican Assassins*)



## **Francis Browne, Bishop Robert Browne, William Browne, 1920s**

These are the savage killers, the merciless monsters fraught with deception and treachery, brainwashed with Ignatius Loyola's Satanic *Spiritual Exercises* so as, in the name of "holy obedience," to commit crimes against humanity. Orphaned in his teens and raised by his uncle, the Bishop of Cloyne Robert Browne, Francis Browne would enter the Jesuit novitiate in 1897 at the age of 17. By 1912, the Jesuit was in his first year of "Moral Theology." Given a camera and a first class ticket by his uncle to photograph the Titanic, Browne spent a day and a night on the Deathship capturing the last movements of targeted first class passengers as well as the Dublin Provincial's Jesuit Temporal Coadjutors required "for martyrdom," including Captain Edward Smith, First Officer Murdoch and Chief Purser McElroy. ([www.encyclopedia-titanica.org](http://www.encyclopedia-titanica.org))

Arriving in the morning at the Order's commercial capital of the world, London, Francis Browne would pay a visit to his brother, Jesuit Temporal Coadjutor Dr. James Browne. Following breakfast, he would depart at 9:45 am on the 'Titanic Special' from Waterloo station to Southampton arriving at 11:30 am. As planned, Tom Brownrigg, another Jesuit Temporal Coadjutor under orders, is waiting for Browne at the railway station: they meet, exchange greetings and proceed to Titanic's first class stateroom, A-37. This room would function as the priest's 'safe house'. The Jesuit bid his assistant adieu before Titanic departs at twelve o'clock noon. This is High Noon, the ideal time for an assassination plot to begin, a ritual M.O. that would be repeated with the arrival of President Kennedy's Air Force One at Love Field in Dallas, Texas, November 22, 1963. (The Vatican Assassins) High Noon is of ritual significance in Masonic assassination plots as it commemorates the murder of Hiram Abif, the legendary architect of Solomon's Sun Temple, who was murdered in the Temple at High Noon following a session of prayer.

Jesuit Browne now begins the second phase of his assignment. Proceeding to the Chief purser's office, he enjoys the genial friendship of Herbert W. McElroy. Upon presenting the Bishop's 'Letter of Introduction' to Brother McElroy, the latter gives the Jesuit access to every inch of Titanic over the course of April 10th and 11th, 1912. Every room is photographed, every first class person is recorded and many in lower steerages were pictured, all for the benefit of the Black Pope in Rome.

The final eye contact between Captain Smith and the Jesuit agent Browne is a picture that would make a thousand words a paltry sum. According to Jesuit Pietro Alagona, "it is lawful to murder the innocent," while Jesuit Luis de Molina, "*Priests*

*may kill the Laity to preserve their goods,*” both of these criminals were fully persuaded in their brainwashed minds that they were righteous in instigating their mayhem. Jesuit Browne boards Titanic, photographs the victims, most assuredly briefs Captain Smith concerning his Oath as a Jesuit, and the following morning bids him farewell. He takes a snapshot of the somber Captain peering down from the bridge along with two crewmembers probably involved in the plot, perhaps the two lookouts whose binoculars would later go missing. (Phelps, *Vatican Assassins*)

Many people have tried to locate the ghost ship over the years. Some hoped to sell it for scrap metal. Others hoped to get rich off the valuables stored in the ship’s safe. It was not until Robert Ballard’s expedition in 1985 that the ship was finally located. A year later, Robert Ballard headed another expedition to photograph and explore the ill-fated liner. The robot camera that examined the wreck showed a bulkhead absent from the original plans for the Titanic. The stern nameplate with embossed letters eighteen inches high announcing the name of the ship was never found. The authors of *The Riddle of the Titanic* have concluded that the Titanic was replaced by her sister ship the Olympic in a plot to recover the huge losses she ran up.

Neither Robert Ballard nor anyone else who has visited the wreck’s watery grave has produced a single shred of evidence that the wreck was the actual Titanic—except one reference to her name on the bow and on one luggage-tag. The name is shown on nothing else both built into the ship and recovered or recorded so far. We might infer from this that White Star’s severely damaged Olympic was marginally repaired and sent to sea as the ‘Titanic’, while the real Titanic was renamed the ‘Olympic’, and would later be used in World War I, and that J. P. Morgan personally benefited from the wreck. (Phelps, *Vatican Assassins*)

The theory that the Olympic and Titanic were switched and that the ship lying at the 12,000 foot level off Newfoundland’s Grand Banks is actually the Titanic’s sister ship and not the Titanic as believed is supported by the following facts:

- Photographs of the Titanic taken on April 10<sup>th</sup> 1912 in Southampton show hull plates which appear as faded and discolored as those of a ship that had been to sea for over 12 months, not those of a ship that had been recently painted.
- There were remnants of white paint found on the hull of the wreck, a color that was the flag color of the Olympic and never the Titanic.
- The Titanic was never opened for public view when she was docked in Southampton as was the custom.



- During the American investigation, Senator Smith tried to establish the true age of the lifeboats on board the stricken liner, since many started leaking when lowered into the water, which was characteristic of older lifeboats, not new ones. In addition, the lifeboats lacked lanterns and other equipment, which was uncharacteristic of a ship on her maiden voyage.
- A conversation took place on the MV Kooliga, an Australian vessel in 1971, in which a man claiming to be a surviving crew member of the Titanic, stated that when he boarded the ship in Belfast, he overheard rumors that the Olympic and Titanic had been switched and the truth about the disaster had been covered up.

There was only one opportunity to switch the ships, which if true would be the greatest April fool's day lark ever orchestrated. (Olympic and Titanic: The Truth Behind the Conspiracy by Steve Hall & Bruce Beveridge, Harverford, PA: Infinity Publishing, 2004, front matter, ii)

What is the evidence for a possible Titanic-Olympic swap? Well, let's examine some of the evidence on that account. On the Olympic, the swan neck vent was shorter in profile than that fitted to the Titanic. However, after the Olympic's port side propeller blade had been replaced at Belfast in March 1912, the height of the swan neck vent suddenly matched that of the Titanic. While this could be explained as a modification, it is odd that the Titanic should depart from Belfast on April 2, 1912, just days before its ill-fated trans-Atlantic voyage, with the same vent appearing lower than the one it had been outfitted with originally. This move created a complete reversal of the sister ships' swan neck vents. The question must be asked and it is a provocative one. Why did the Belfast shipyard take the lower profile vent off the Olympic and replace it with a higher one, while taking the higher one off the Titanic and replacing it with the lower profile matching the Olympic's. By so doing, the two ships were made to take on one another's profile appearances, literally swapping identities in terms of looks. While it is true that ships are sometimes fitted to closely resemble their sister ships, one wonders why this wasn't done at the construction phase. A shrewd mind and discerning intellect would also ask why now just before the Titanic's trans-Atlantic maiden voyage to New York, the location of the future UN that would replace the League of Nations with certain influential members on board that did not share the same vision of world government as their Rockefeller-backed counterparts? (Hall and Beveridge, p.48, 49)

In any of the pictures taken of the Olympic within her first few voyages, one can see that her lifeboats are painted completely white. When the Olympic returned to

Belfast following her collision with the Hawke, the lifeboats were all painted brown around the gunwales to match those of the Titanic. Why the decision to paint the Olympic's lifeboats the same color as the Titanic's at this time remains a total mystery. These lifeboats could easily have been painted at any time. It appears that the White Star Line wished to make the lifeboats on both ships appear identical. When the Olympic left Belfast on March 7, two additional portholes were added to her forecabin within the port side plating, matching those of the Titanic. The Olympic also now had the same cowl vents as the Titanic forward of the breakwater on the port side. The ships were now suddenly interchangeable to the casual observer. (Hall and Beveridge, p.48, 49)

By the time the Olympic left Belfast on March 7, the two ships were virtually identical on the exterior. The window arrangement on B deck was the only notable exception. The Titanic's forward A-deck screens had not yet been fitted by the time the Olympic left Belfast. If the ships had not been switched at that time, then when? They were never to meet again.

If the two ships were switched, when was the window of opportunity? There was really only one day it could have been orchestrated. Knowing the secret societies' penchant for choosing certain prescribed calendar dates for their covert operations as part of their signature, April 1 better known as April Fool's Day would be a fitting day to pull off what would have been at the time, the greatest deception in history, assuming that the switch of the two ships actually took place.

So let's go back to the beginning. March 27, 1912 was the day that the Titanic was officially registered. On the "Agreement and Account of Voyages and Crew" agreement signed in Belfast, Captain Haddock is listed as the original intended commander to oversee the trials of the Titanic. He would then have handed the ship over to Smith, who would have been on board the Olympic in Southampton at the time. History tells us that Smith became the commander in charge of the Titanic's sea trials, but how could he oversee trials in Belfast if he were purportedly in Southampton aboard the Olympic? It is conceivable that Captain Smith might have brought the Olympic to Belfast. Haddock might have sailed the disguised Titanic back to Southampton to meet the April 3, 1912 departure date, while Smith took charge of the Olympic from Belfast now converted to look like her younger sister ship. Quite literally, the two captains might have handed the two ships off to one another. (Hall and Beveridge, p. 58, 59)

If we follow the theory through, the Olympic would have had to depart from Southampton on the afternoon of March 30, 1912, steam all the way to Belfast, some 570 miles, bringing her to port in the wee hours of April 1<sup>st</sup>. The schedule would have

been tight and timing of the essence. The disguised Titanic would then be required to depart from Belfast around dawn on April 1<sup>st</sup> in time to make it back to New York on April 3<sup>rd</sup>. Research shows that the Olympic would have been lighted in her journey up the Victoria Channel and the River Lagan by the light of a near full moon. It is known that the Olympic could only navigate through the narrow opening of the Victoria Channel and then the river Lagan with the assistance of tugs. So how could the four of five tugs be on hand? As it happens, the Titanic's sea trials had been scheduled for 10:00 a.m. on April 1, 1912. Harland & Wolff had booked the Alexander Towing Co. to supply for tugs for the occasion. The tugs, which had been dispatched from Liverpool, probably arrived the evening before the trial was scheduled to take place. If this is the case, they could have been on hand to assist the Olympic into Belfast beforehand. (Hall and Beveridge, p.59, 60)

It is documented that the Olympic had been reberthed several hours after her arrival in Southampton. The question is where? There is also a record showing that the Olympic's position at the dock had been reversed from March 30 to April 3, 1912. Ostensibly due to the high winds on the morning of April Fool's, the White Star Line opted to wave the trials, as this would have put the ship at risk. Could the actual reason for the cancellation have to do with the fact that the ships had already been switched? This would also have bought the White Star Line time to make additional internal and external changes to the ships to make the switch more foolproof. It may also be the case that the structurally compromised Olympic could not have held up to two days of extensive sea trials due to her crippled hull.

It should also be noted that the finishing touches to the Titanic were completed by the evening of March 31<sup>st</sup>. 99% of the workforce would have been reassigned at that time to a different project at the yard and would not be required to board her again. There would have been a small selected crew to make last minute touchups and to provide a skeleton crew for sea trials and the voyage from Belfast to Southampton. If the ships had been switched before the yard workers had reported back to work on the morning of April 1<sup>st</sup>, who among the 14,000-strong workforce would have noticed that a swap had been made? It is also noteworthy that very few people were allowed to visit the Titanic in Southampton. She was not open to public view. Her paint and funnels were touched up and she was repainted on the port side only while at Southampton. The port side was her best side and was facing the dock. Why was this done to a new ship? Was this an effort to conceal something before the hordes of passengers arrived on Wednesday April 10th? (Hall and Beveridge, p. 60, 61) Had the Jesuit-owned White Star Line and the Freemason-owned Belfast shipyard chosen the date April 1 for this

switch for obvious reasons? It is a rather coincidental date to choose for the rumored swap to take place?

At 11:25 a.m. on September 20, 1911, the Olympic departed from Southampton's White Star Dock to begin her fifth voyage across the Atlantic. To reach the open sea from the Southampton dock, the Olympic had to make the usual S reverse maneuver that led the ship into Spithead. During its maneuvers, the ship was approached by the HMS Hawke, a Royal Navy armored cruiser. Eventually the Hawke would bear down on the Titanic and enter the same channel, leaving very little navigation room between them. The Hawke slowly began to overtake the Olympic on the starboard side. The Olympic then caught up to and surpassed the other vessel, pulling away from the cruiser, when the Hawke suddenly swung to port toward the liner's third funnel. On the Bridge, Captain Smith, who would later captain the Titanic, noted that the Hawke was within striking range. Due to navigational errors on board the Hawke, it was lured into the Olympic's starboard quarter. With the Hawke powerless to navigate, a collision was unavoidable. (Hall and Beveridge, p.15, 16)

The damage to the Olympic was quickly assessed. It was determined that all three standard manganese-bronze propeller blades were damaged beyond repair and required replacing. The starboard propeller boss armed plating had been twisted and fractured. The propeller shaft was bent out of alignment and rendered inoperable. Eleven hull plates were damaged above the waterline, eight of which had to be replaced. There was a hull breach of 7 feet with a 12-15 feet pear shaped hole rising from the waterline to D deck, and a gash 40 feet wide was incurred below the waterline. The ship's frame was also bent out of alignment, and thousands of her hydraulically fitted rivets were no longer watertight. (Hall and Beveridge, p.16, 17) In other words, the prognosis for ship's future navigational life did not look terribly promising.

The temporary repairs at Southampton took about two weeks. Some researchers believe that the damage was more extensive than the White Star Line let on. Given that the ship had to be emptied of all its cargo, surplus coal, perishable food stores, etc. a two week dry dock period for assessment and repairs was not an unreasonably long period for a layover. (Hall and Beveridge, p.17) On Wednesday Oct. 4, 1911, the crippled ship then left for the shipyard in Belfast for further repairs. The 570-mile run to Belfast was necessary for making further repairs. (Hall and Beveridge, p.19)

There is one serious anomaly however. The damage from the Hawke collision was supposed to be in the vicinity of the ship's stern about 86 ft from the ship's sternpost. However, a bow schematic sent from Harland & Wolff showed that the Olympic had suffered hull damage around the waterline as far forward as the second

bulkhead from the bow. It showed that hull plating between watertight compartments 2, 3 and 4 may have been compromised. If this sustained damage had really occurred, why is it not mentioned in any of the reference materials? The schematic from Harland & Wolff appears to show that the Hawke first collided with the Olympic 100 ft forward of the bridge, causing damage to about 115 ft of the Olympic's hull plating below or near the waterline. Such damage would only have been visible when the ship was in dry dock. (Hall and Beveridge, p.19, 20)

Even if the hull plating were repaired, the damaged area would never be as structurally sound as before unless all the structural ribs were replaced. By analogy, it would be like replacing the breastplates on a soldier's armor without mending his broken bones and internal structural damage and sending him out to fend for himself on the battlefield. In other words, the extent of the damage sustained was so extensive as to point to a mortal wound from which the ship could not recover.

The White Star Line would naturally wish for their flagship to be restored to service as quickly as possible. The longer the ship stayed in dry dock in Belfast, the longer it would divert its technicians and builders from completing the work on the sister ship Titanic. In addition, the lost revenues from not having the Olympic in service was extremely damaging as were the exorbitant costs of the repairs. Most likely the channel ribs were merely bent back into position with possible reinforcements. The hull plating was then repaired and the ship put back in the water. The six and a half week timeline for repairs in Belfast would provide time for such structural repairs. The price tag of lost revenues and repairs came to \$750,000, exorbitant indeed even by today's standards. (Hall and Beveridge, p.20) In all likelihood it was not just the Olympic that was hemorrhaging, but the White Star Line itself. There may have been no alternative to declaring bankruptcy except to hatch some kind of scheme to reclaim the losses.

Given that the Belfast shipyard was Freemason run and given that the White Star Line was Jesuit supported, the two wings of the New World Order could have solved an array of problems by orchestrating such a conspiracy in concert. In fact, it was an ideal opportunity to accomplish several agendas at once. On the one hand, it would be a Satanic ritual orchestrated by the Jesuit Order, a test run for the eugenics/depopulation initiatives planned for the year 2000. At the same time, it would allow J.P. Morgan a member of the Jesuit Order to fulfill the plans of the committee that met at his secret compound on Jekyll Island. The meeting had been attended by Nelson Aldrich and Frank Vanderlip of the Rockefeller financial empire as well as Paul Warburg, representing the Rothschild financial empire of Europe and purportedly a banking agent for the Jesuits. These men were opposed in their desire to found a

banking institution supported by the US government that would limit the growth and influence of smaller banks thus creating a cartel or monopoly by Benjamin Guggenheim, Isador Strauss and John Jacob Astor. The theory goes that Morgan arranged for these three powerful men to board the doomed liner, seducing them on board with the prestige, glamour and invincibility of the ship and the promise that they would be rubbing shoulders with the global elite. In short, the Titanic's maiden voyage was so built up in the popular imagination that anyone who was anyone had to be on board. The vanity factor and the need to be seen made it a virtual public relations necessity for the global elite.

Meanwhile, Captain Smith, the Jesuit tempore co-adjutor, a Jesuit of the short robe, is believed by some conspiracy theorists to be complicit in the sinking. Under the pretext of wishing to set a crossing record, he would run the ship full speed into a North Atlantic ice field despite receiving multiple warnings about such dangers. However, it is only a theory that the iceberg caused the structural damage that sunk the ship just as it is only a U.S. government-sponsored theory that passenger airliners used as guided missiles caused the collapse of the Twin Towers in New York. If that were true, then what caused The Solomon Brothers Building a.k.a. Building Number Seven to collapse? The iceberg was merely implicated as probable cause, when the ship may have been so structurally compromised from previous collisions that an iceberg was all that was required to finish the job. There are additional allegations that the ship may have been sabotaged by a coal dust explosion within the boiler room. This explosion is said to have blown a hole in the hull below the waterline. The testimony related to a coal bunker fire on board is indisputable based on the widespread witness testimony. What is questionable is the rumored coal dust explosion that occurred as a result. Coal bunker fires were not unusual on board coal-fired ocean-going vessels. Nor was it unusual to flag a ship off with a coal bunker fire not yet fully contained. The reason for this is that the fire can be easily contained within the bulkheads of the coal bunker. Furthermore, water is continually sprayed over the top of the coal pile while the burned material is raked out. This continual wetting would have prevented the buildup of any coal dust in the vicinity. (Hall and Beveridge, p.69)

Skeptics argue that it is quite a stretch to believe that a coal dust explosion could be timed to coincide with the iceberg collision. However, it would not be so far-fetched if there were a timed explosion or detonation device involved. Those who dismiss this as whimsy might examine the wealth of support for a controlled demolition of the World Trade Center Towers in New York that were timed to coincide with the impact of the passenger airliners as corroborated by several eyewitnesses at the scene. It is

neither far-fetched nor dubious to imagine such a possibility. Secret societies and intelligence services have orchestrated such incidents repeatedly over the course of history.

Titanic conspiracy theorists believe the Jesuit master, Father Francis Browne, boarded the ocean liner for the short trip between Southampton and Cherbourg, in order to give Captain Smith his navigational orders. The idea may have been to make it look like the iceberg administered the fatal blow, when in fact sabotage may have been initiated long before the ship even left port in Southampton.

As with the strike on the World Trade Center in New York, in which an insurance scheme was hatched to reclaim the real estate losses, so a similar scheme was hatched in the case of the Titanic and by the same forces. In both cases, agents of the New World Order were involved and in both cases these Satanists would roll ritual, mass murder, assassination and insurance fraud all into one. For those wishing to laugh at the absurdity of this claim, it would be advisable for them to re-examine their own powers of judgment if they believe that an iceberg was the true culprit in this massacre of innocent men, women and children? Is the level of naivety so great as to believe that a barely felt bump against an iceberg was sufficient to bring down a Leviathan built solidly enough to be an icebreaker? By analogy, the Twin Towers of the World Trade Center were said to be built to withstand the impact of a passenger airliner. Since invincibility was the key component in the engineering of both giants, how is it that they were both taken down and totally destroyed by assaults that should have been no more compromising than a mosquito sting?

The fact that Larry Silverstein purchased the World Trade Center property on a ninety-nine year lease agreement from the Port Authority of New York just months before the September 11 attacks and then insured the World Trade Center complex through the same insurance company that insured American Airlines and United, it is rather suggestive that the \$3.5 billion insurance claim was not only honored by the district court, but doubled on the grounds that there two buildings were attacked rather than just one, while fraudster Larry Silverstein walked away with his original down payment of \$25,000 as well, which the court awarded him, a paltry investment sum to say the least for a property complex of that size and value. It is obvious to say the least that Mr. Silverstein did rather well for himself, getting away with murder in more ways than one.

Why was the Titanic replaced by the Olympic? To answer that is tantamount to taking the red pill to find out just how the rabbit hole goes. One of the most recycled occult M.O.s of the Illuminati-spawned intelligence services is the use of replacement

“doubles”. A student of history should be aware of how many times doubles and lookalikes have been employed in intelligence operations down through the ages. The Illuminati appear to be obsessed with the deployment of lookalikes or *doppelganger* in the operations undertaken by the intelligence services they control worldwide. Just to give a brief catalogue of examples, William Shakespeare had a double named Will Shakspeare from the town of Stratford. The real author was a member of Sir Francis Bacon’s secret writing society, The Honourable Order of the Knights of the Helmet, named in honour of Pallas Athena, the patron goddess of the Greek theatre in Athens, and nicknamed the Spear-shaker, who always shook her spear at the twin serpents of ignorance and vice. The true author adopted a pseudonym derived from Pallas’ own nickname of the Spear-shaker. H.M.S.S. founder, Francis Bacon, would co-found The Honourable Order of the Knights of the Helmet with half-brother, Edward de Vere, the Earl of Oxford, another changeling child and concealed Tudor prince of Queen Elizabeth I through a different father. The earl’s unmistakable autobiographical signature is written into every single Shakespeare play. The helmet referred to in the title of the order is the helmet of Pallas Athena, which rendered her invisible whenever she drew the visor down over her face. The knights of the order were therefore required to maintain invisibility, and after joining, kissed the helmet of Pallas, placed on their heads and were thenceforth known as “the invisibles”, writing anonymously or under pen names.

A former U.S. Congressman, who once made a run for the presidency, Ignatius Donnelly, had another claim to fame in that he broke the cipher code of Lord Bacon and published a book titled, “The Great Cryptogram: Francis Bacon’s Secret Cipher Code in the So-called Shakespeare Plays”. What this work reveals is that a series of coded ciphers were inserted in the plays that reveal the true authorship as well as the nature of the covert operation to conceal the author during his lifetime as part of an elaborate intelligence operation. In these coded insertions, we learn that Christopher Marlow was the first front man to pose as William Shakespeare, but that after he died in a tavern brawl, he was replaced by the other Shakespearean front man, Will Shakspeare, a cousin of the true author Edward de Vere, the Earl of Oxford, through the Arden family. Edward de Vere, the Earl of Oxford, who sat for his self-portrait at the age of 36 bears a striking resemblance to the man dubbed William Shakespeare, featured in the famous portrait by John Taylor. My website [www.shakesaspear.com](http://www.shakesaspear.com) features this portrait painting comparison of the two men or should I say the ‘one’ man, since they are the “two gentleman of Verona,” or “two gentleman of one Ver(e)”.



“A Comedy of Errors,” the first Shakespeare play to be performed gives the game away, as the plot is based on a play by the Latin playwright Plautus’s “The Menaechmi Brothers,” which like “The Comedy of Errors,” features two twin lookalikes who resemble each other so closely that they are repeatedly mistaken for one another, initiating a series of misidentifications that produce the comedy of grievous errors. It should be abundantly clear then that Lord Bacon’s H.M.S.S. set up the entire ruse from the outset by deploying a patsy front man sound alike double named Will Shakspere to play the part of the bard so that the real author could hide behind the stage curtain. Will Shakspere, as it turns out, was functionally illiterate and could not even affix his own signature to a document. The surviving signatures show a man unfamiliar with a pen, whose hand appears to have been guided by another. The comedy of errors concerning the wrongful identity of the author has lasted 400 years.

The M.O., which could be referred to as “Shakespeare’s Codex,” is so far-reaching that it has been deployed throughout history, right down to the present age. The Illuminati seem obsessed with the M.O. of replacement doubles, patsy lookalikes and *doppelganger*, so much so that one is tempted to conclude that there must be some common cause to the M.O. deployed. We now know that Churchill had a lookalike double, who made a striking appearance during the London *blitzkrieg*, sporting a cigar. He also deployed a BBC radio actor as a sound alike double to play him on the air in the famous wartime addresses that he never gave. There are even documented reports stating that it was Hitler’s *doppelganger* that died in a bunker and that Hitler was spirited away with about a dozen blond-haired blue-eyed agents by submarine straight to Antarctica. It is alleged that Hitler died there in 1887, the year of Harmonic Convergence. The actual true date of the start of the New Millennium is said to be that same year, August 18<sup>th</sup> to be exact, as our Earth calendars are way out of sync with cosmic time. One of Saddam Hussein’s doubles is believed by some to have assumed his place at the execution. Osama bin Laden’s alleged videos have circled the internet and feature several Osamas with marked facial differences. Timothy McVeigh is known to have had a lookalike double on the Alcohol Tobacco and Firearm Bureau, which has been implicated by Jim Keith and others as playing a central role in the bombing, which explains why several members of the bureau with offices in the Murrah Building were told not to go into work the day of the bombing. This might account for how McVeigh would appear to implicate himself by making such absurd gaffs as asking directions to the Alfred P. Murrah Building, the very morning he supposedly intended to bomb it. A lookalike double of Lee Harvey Oswald would account for the equally absurd gaff of shooting his neighbour’s target at a shooting range and making the absurd apology that

he thought he was shooting at that bastard Kennedy. There are even researchers that allege that the Rothschild agent and 33 Degree Freemason, John Wilkes Boothe, actually survived the fire in the barn after being ostensibly cornered in the manhunt simply because it was not him but a lookalike double who would die in his stead.

Joseph Mengele, the Angel of Death, researchers have shown was active after the war in both the United States and Canada, and even ran a branch of his sick trauma-based mind control operations out of Memorial College at McGill University, which involved placing Native children in electric chairs to measure their reactions to trauma. A mass grave of these victims exists very close to the location where these experiments were carried out. Mengele was obsessed with replacements and lookalike doubles. The concept of the *doppelganger* was sacrosanct to his demented Luciferian religious mindset. There is good reason for this. In fact, there is a spiritual reason for it that we are about to learn. Mengele is known to be an Illuminati agent. He was Luciferian to the core. By your works you will be known, and he is known to the extent that his reputation precedes him.

It is possible, if not likely, that the Tavistock Institute experiment known as The Beatles may have involved Mengele's input as part of the MK-ULTRA program. Rumours abound that Paul McCartney was murdered and replaced and that an elaborate plot involving British and Canadian intelligence contrived to replace McCartney with a lookalike and sound alike double, which was accomplished by expert plastic surgeons working for the intelligence services. Mengele would have derived sadistic delight from putting this one over on the British and world public. As with the Shakespeare plays, the artistic vanity of John Lennon would compel him to insert codes and ciphers relating to the truth about Paul on album covers and within the music. The White Album is for all intents and purposes the white paper on the case. So Paul had a "twin" if you like who replaced him and went on to be identified in his first solo album under the name Paul McCartney as Paul McCartney II. It should not be forgotten that The Beatles were knighted, so it raises profound questions that Sir Paul would receive a second knighthood later in his career. Is there a cause under heaven for a why a citizen of the realm should be twice dubbed Sir Knight?

A little known fact of history is that the Titanic also had a twin. Its sister ship, the Olympic, was made to be an exact replica of the Titanic. Both White Star Line ships are believed to have been lost to the sea. Theories abound that suggest the shipping tragedies were no accident and that there are several reasons for suspecting mass murder and crimes against humanity. For a start, the so-called Titanic perished on her maiden voyage, which is suspicious in itself. It is documented that there was an explosion and


fire in the boiler room before she set sail and she was allowed to leave port before the fire was even extinguished. Some researchers believe she was taking on water before she even left port. Lord Astor was on board and he was known to be a strong voice of resistance in Congress to the Aldrich Bill to create the Federal Reserve Bank. There is also the suspicion that the Titanic disaster was a test run for the depopulation program to come. The Third Class passengers by analogy correspond with the Third World and we know that they were in lockdown and were not permitted to reach the deck of the ship after she floundered and began to sink. The passengers of Second Class would correspond with the second class citizens of planet Earth or the Second World, which seems never to get a mention in the popular media. We only ever hear about the Third World and the First World. It was the First Class passengers who got the priority when the ship was being abandoned. They correspond with the First World and represented the global elite in the test run for world depopulation on board the doomed ocean liner. When the global elite's depopulation agenda reaches the endgame stage, be assured that the elite, the First World, the First Class occupants of the ship planet Earth will be thrown a lifeline and evacuated in lifeboats.

But let's not lose sight of the central point of the discussion, which is that the Titanic had a lookalike double and theories abound that she was replaced. There are strong arguments put forward in books like "The Olympic and Titanic: The Truth Behind the Conspiracy," that point to a deliberate attempt to replace the Titanic with her sister ship as part of a scheme that even involved insurance fraud, in order to offset the costs of taking the Olympic permanently out of service due to the terminal injury she suffered to her "Achilles' keel" in one of her early trans-Atlantic voyages.

And now we come to those other infamous twins, the World Trade Center Twin Towers, located probably not by coincidence at the intersection of Liberty and Trinity right next to Church St. It is a timely juncture in the article to mention this as this leads to the why and the wherefore of all the ritual. This is spiritual warfare by the Illuminati and their occult signature points to a demonic agenda to wage war against the Judeo-Christian and Muslim worlds and the spiritual faith of humanity as a whole. This is the end times and they chose their various Luciferian MOs carefully and with great purpose and intent.

The Twin Towers represent the Twin Pillars of the temple, Jachin and Boaz, meaning strength and foundation. These were the pillars of the temple in Jerusalem, the pillars of Solomon's Temple. The fact that they came crashing down on September 11, 2001 has added significance, since the number eleven is composed of the numerical twinning of two 1s. Jachin and Boaz represent the twin pillars of the temple in

Jerusalem, which are commemorated in every Masonic Temple throughout the world. The fact that the World Trade Center Twin Towers stand at the entry point to the New York financial district testifies to the fact that the entire financial district of New York is regarded as a Masonic Temple in its own right to the elite bankers who had them built. Their destruction on September eleventh in symbolic form could not send a more powerful spiritual message to the world. It was an act of spiritual warfare against all that is considered sacred in this world.

Why are the Illuminati so obsessed with twins, lookalikes, doubles, mirrored images and congruency? A little known fact of history is that Jesus had a twin. The Gnostic Gospels reveal that Jesus' twin was a disciple named Judas Thomas, which means "Twin of the Twin" in Hebrew. The Greek word *didimus* has resonances here, a word from which we derive the English word "dido". There is a story recorded in "The Gospel of Thomas" that Jesus was once mistaken for his twin and responded during the altercation with the remark, "I am not Judas who is Thomas". Jesus and his brother Judas were in essence the twin pillars of the Temple in Jerusalem, Jachin and Boaz, strength and foundation. It comes as no surprise then that the astrological sign for Gemini resembles a temple with twin pillar support columns - .

It should also be remembered that the early Christian symbol of the Church of Jerusalem was a fish as opposed to a cross. The fish is in part derived from the symbol of Pisces, featuring twin fish swimming in opposite directions. The symbol of Pisces is another sign featuring twins and has dominated the Christian era down to the present.

George W. Bush delighted in using a mock effigy of himself, in which he was seen to lampoon the political debates by debating with himself. Sarah Palin recently performed a similar satirical tactic in a public appearance involving a lookalike double who appeared on the stage with her. Why do the Illuminati play the same hand so often? Why is it so important to play the card Twin so repeatedly that it appears to be a major arcana card in their deck? Could it be that the Illuminati, the Luciferians, are mocking the sacred portent of the twin birth of the Messiah, the Christ, the rightfully anointed King of Jerusalem with the demented Satanic rite of reinventing and recycling the same M.O.s of doppelgangers, lookalike patsies, replacement doubles and the like? The Illuminati do not do anything without a carefully conceived purpose. The repeated use of lookalike replacement doubles and front man dupes is a deliberate and malicious attempt to mock the Evangel and to commit blasphemy against all that is sacred and holy in this world.

Jesus did have brothers, a sister, and a twin by the name of Judas Thomas. In the ancient world, the birth of twins was considered a sign and a portent that a great avatar

had arrived among men. The birth of Jesus and his twin brother, Judas Thomas, was a recognized portent and a sign that the Messiah, the rightfully anointed Christos or King of the Temple had been born in that era. There is a long-standing tradition adhered to by the Gnostic Christians, the Coptic Church of Egypt, and even the Muslims, that Jesus did not die on the cross. Probably one of the greatest distortions and deceptions of religious history and spiritual teaching is that Judas betrayed Jesus and sold him out for 30 shekles of silver.

What was the advantage of switching the ships? What did the Jesuit conspirators hope to gain from this sleight of hand? Given that the secret societies that have controlled history have a penchant for replacement 'doubles' taking the place of their hapless victims, it seems to be a black operations M.O. with these Orders. The author refers to this M.O. as "Shakespeare's Codex" as this M.O. of replacement doubles was turned into an art form, when the true author of the Shakespeare plays was replaced by a literary double who would pretend to be him so that the concealed royal princes, Francis Bacon and Edward de Vere could conceal their authorship of the plays. In fact, this enterprise is even made light of in *A Comedy of Errors*, the first of the Shakespeare plays to be staged. And it was this play that would inaugurate the enterprise by showing its audience the nature of the covert operation, which is to so confuse the public by the mixed appearances of the identical twins that it would throw everything into confusion, and so it has for at least four hundred years. It was Jim Keith who would alert the public to a replacement double being used to implicate the intelligence service patsies Lee Harvey Oswald and Timothy McVeigh in the respective covert operations for which they were to function as fall guys. And then there is the strange case of Paul McCartney, who appears to have been replaced by a musician who would go under the plastic surgeon's knife to pull off the conjuring trick.

The bottom line is, if they could pull off a deception of such titanic magnitude as to replace the greatest living pop idol of the 1960's with a replacement double through the assistance of military intelligence, then what could prevent a deception of equally leviathan proportions involving the largest ocean going cruise vessel in history? Would it be so difficult to replace the Titanic by her sister ship, the Olympic, a twin so identical in physical makeup that it would require the intense scrutinizing of the ships' respective bulkheads to discern any noticeable difference? Some might ask, but why go to all the trouble? Black operations are black operations and intelligence services are adept at orchestrating deceptions in the form of decoy operations, disappearances and replacements as a matter of course. The purpose of these operations is to so muddy the waters that only the most adept researcher can get to the bottom of things, in this case

the ocean bottom many fathoms down and several leagues into the watery depths. The strategy consists of constructing so outlandish and complex an operation, involving so many convoluted depths of deception that even Lucifer himself might get confused by his own powers to deceive.

### **Who's Slated To Die Peremptorily and Why?**

The death ship Titanic is built in a Freemason-owned shipyard in Belfast. The plan was to entice three hundred and twenty-five of the world's wealthiest merchants aboard a ship billed as unsinkable. With the first-class fare being fifty thousand Federal Reserve Notes by today's standard, only multi-millionaires can afford to travel in first class, three of them Jewish—Benjamin Guggenheim, Isidor Straus, the head of Macy's department stores, and Freemason John Jacob Astor, a frequent passenger on the White Star line and the wealthiest man on board.

The naïve passengers are hapless and helpless in the face of such a brutal crew, who impose a lockdown on the third class passengers below deck, while the Jewish multi-millionaires Astor, Guggenheim and Straus are forbidden to board a lifeboat. All three are staunch opponents of the Federal Reserve Bank monopoly. Astor and Straus were both Congressmen lobbying against the bill in Congress, while Benjamin Guggenheim was represented by his brother Simon on Congress.

A few hours later as the ship sank, the musicians play the inspirational Protestant hymn of the Welsh people, *Nearer My God To Thee*, the Titanic splits in half, and the ship plunges to its final resting point on the ocean bottom. Astor's young second wife survives and the Jesuits most likely acquire the use of her fortune through their "Money Trust" in compliance with their Secret Instructions. The Jesuits it turns out did benefit indirectly when Harvard's Widener Library was built with a donation from Titanic survivor, Eleanor Widener. Both her husband George and son Harry perished in the disaster, leaving her conveniently in charge of the largest fortune in Roman Catholic Philadelphia. The Jesuits derived a simultaneous benefit from eliminating Astor, Guggenheim and Straus as they were in concert with the Jewish American Supreme Court Justice, Louis Brandeis, in opposing the passage of the Order's Federal Reserve Act, which would inaugurate the duplicitous, money-thieving institution of the New World Order.



The Black Pope's key target John Jacob Astor IV, 1912

**John Jacob Astor IV, with his pregnant young wife Madeleine, was targeted by the Jesuit Order manning the Titanic. Astor resisted the establishment of what became the American Empire's J. P. Morgan backed socialist-communist, cartel-capitalist central bank. Privately controlled by Papal Knights of Malta and Shriner Freemasons on behalf of the Black Pope, it was the thieving "King's Bank"—the Federal Reserve System. Masonic son Vincent inherited \$200 million; joined the CFR and served the Jesuit Order's FDR. *Secrets of the Titanic*, (National Geographic, 1986) Video, 60 minutes.**

J. P. Morgan was the Jesuit Order's financial agent within the American Empire and the man who lured the Titanic's hapless multi-millionaires on board. He was the true sponsor of the Federal Reserve Act via the Aldrich Commission of elite bankers who would inaugurate 'the monster from Jekyll Island'. Skull and Bonesman and 33rd Degree Freemason President William Howard Taft was a loyal servant of Archbishop James Cardinal Gibbons, was an avid supporter of the Federal Reserve Act, urging the country to "take up seriously the problem of establishing a central bank," according to Jean Strouse author of *Morgan: American Financier*. There must have been far more than two Jesuit agents on board the doomed liner. There were probably at least ten of

the ship's officers and crew who were 'Professed' and under 'Extreme Oath'. There were possibly several Knights of Columbus under the Oath of the Fourth Degree, as well as a few Freemasons loyal to the mark 'IHS', the seal of the Black Pope. This explains why Jesuit Browne, the direct agent of his Jesuit Provincial and trusted nephew of the local Irish Bishop, boarded the vessel. He was in charge of finalizing the plan with his soldiers charging this select group of the ship's yeomen—hired at the last minute as a result of a contrived strike in England—who would upon Jesuit Captain Smith's order to abandon ship quickly lower an inadequate number of lifeboats half filled with women and children into the water while forbidding the men—particularly the targeted moneyed targets—from boarding. The poorer passengers within the lower levels were under lockdown most likely to prevent the Jesuit Order's wealthy victims from boarding a lifeboat amidst all the mayhem on deck. (Phelps, *Vatican Assassins*)

### **Who Benefited, Who Escaped?**

J. P. Morgan, the real owner of the ill-fated ship, is the most outstanding absentee, topping the list as long as your arm of fifty-five passengers who cancelled their bookings at the eleventh hour. Along with Morgan, there were significant others who cancelled at the last minute, including Morgan's business partner and the outgoing Ambassador to Paris, Robert Bacon, American steel baron Henry C. Frick, railroad and shipping tycoon, George W. Vanderbilt; America's chocolate king, Milton Hershey, New York finance magnate, Horace J. Harding and Rev. J. Stuart Holden, rector of St. Paul's Anglican Cathedral in London. J. P. Morgan is reported to have arrived at the French resort after a Nile cruise and visits to Rome and Florence having doubtless paid a call on his masters in the Vatican and Borgo Santo Spirito. Fortunately a large part of his art collection, kept in Europe to avoid American import duty, happened to miss the ship 'because of last-minute hold-ups in crating.' (Phelps, *Vatican Assassins*)

J. P. Morgan, through his International Mercantile Marine (IMM) financed the White Star Line and thus the building of Titanic as the Jesuit banker, fitting for himself at great expense a cabin specially furnished and reserved. This was suite B52, previously assigned to steel baron Henry C. Frick, and reassigned to Morgan, his promised presence serving as bait for the elite targeted to go to a watery grave. And at the last moment just prior to the Titanic's departure from Southampton, this banking magnate would cancel his reservation in addition to fifty-four influential members of the global elite, and returned to New York on another ship. The net worth of Titanic's passengers was over five hundred million dollars in 1912. It is small wonder that the



Vatican decided to cash in, through this Counter-Reformation plot of Titanic proportions, on the biggest ocean-going purse in history. Morgan claimed debilitating illness as his excuse for not joining the ship's first and last voyage. Two days after the Titanic sank he was caught red-handed by the American press at the Grand Hotel in the French spa of Aix-les-Bains in excellent health and in the company of his French mistress. J. P. Morgan is reported to have arrived at the French resort after a Nile cruise and visits to Rome and Florence. While there, he is thought to have paid a visit to his masters in the Vatican and Borgo Santo Spirito. Fortunately and conveniently for him, a large part of his art collection, kept in Europe to avoid American import duty, happened to miss the ship 'because of last-minute hold-ups in crating.' (The Vatican Assassins)

Another higher degree Freemason who also cancelled his reservation on the Titanic was Milton Hershey, Pennsylvania's chocolate maker. He had much to gain, as American soldiers would be issued 'Hershey chocolate' on which they would fight the Jesuits' Second Thirty Years' War, which would be bankrolled by their Federal Reserve Bank. Other wealthy and powerful Freemasons who cancelled their reservations at the last minute were Robert Bacon, Morgan's former business associate; Henry C. Frick, an American steel baron; and George W. Vanderbilt, an American railroad and shipping tycoon, whose family's 1895 mansion in Newport, Rhode Island is now controlled by the Order via the Knights of Malta. (The Vatican Assassins)

Years later, the Jesuits, controlling the Jesuit Theatre otherwise known as Hollywood—the wood from which magic wands are made—through their Masonic Jewish Labor Zionists, would release the most expensive and profitable movie of all time—commemorating their great sacrifice in the North Atlantic to their “god” who sits in St. Peter's Chair—James Cameron's *Titanic*. 32<sup>nd</sup> Degree Freemason, Cameron would become a 33<sup>rd</sup> level Mason the eve of the Academy of Motion Pictures Arts and Science's Academy Awards in the Shrine Auditorium, an auditorium funded and built by the Knight of the Shrine, a brother order of Islamic origin of both the Freemasons and the older Order of Knights Templar. Cameron would appropriately declare himself “King of the World” that night on the occasion of his 33<sup>rd</sup> Degree initiation to the New World Order's functioning crime syndicate Freemasonry.

If the Jesuit Order was to succeed in its Counter-Reformation attack on the West, private wealth had to be cleverly misappropriated from Protestants and given to the Order's Papal Knights and their military intelligence wing, the Freemasons, in order to found corporatism in America, another name for Jesuit-engineered fascism. The plot is much deeper than the Titanic's watery grave. The Jesuits and the military intelligence wing of the Jesuit Order, namely the Freemasons, know full well what really happened.

They built her and had every intention of sinking her. They exaggerated the story of how unsinkable she was, so that it would adversely affect the psyche of people who believed in her invincibility. This would allow them to gain even greater advantage over humankind by undermining the faith of world civilization in our vouchsafed institutions and our confidence in their indestructibility as part of a sinister and merciless plot to create the New World Order. Everything thought to be invincible will fall till the Sons of Bialia, the evil cabal within Freemasonry, which had also infiltrated the Jesuit Order, achieve their long coveted goal of creating the world fascist dictatorship known as the New World Order. The names the Titanic and the Olympic could not be more significant. The pantheon of Titan and Olympian gods epitomizes most strongly what the Masons in fact are: the central pagan gods and goddesses worshipped and venerated by Freemasonry.

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