

The Wreck of the *Edmund Fitzgerald* was Faked



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I was listening to a favorite album by Gordon Lightfoot today and it contains a song entitled “Black Day in July”, a social commentary on the Detroit race riots of 1967. I immediately thought of “Ohio” by Neil Young, lamenting the catastrophic Kent State massacre. This lovely piece of **American counter-culture** was recorded *and* released within a month of the incident, and was directly put on radio stations reinforcing this narrative for the masses’ consumption. This time frame is highly unlikely and we can suppose they had it recorded and ready to roll out after the event took place. Of course we now know that this incident [was faked](#). So then I also thought right away about Lightfoot’s immortal ballad ‘The Wreck of the Edmund Fitzgerald’. I think I’m starting to see a pattern here. I’m also beginning to smell a rat.

To start with I check Wikipedia for the mainstream story. The first thing we find is that the ship’s owner is none other than the **Northwestern Mutual** Life Insurance Co. Huh. They admit on Wikipedia that this is the first instance of an American life insurance company investing in the construction of a Great Lakes freighter. The ship was named after the company’s president and chairman of the board. Note the name of the vessel. Could this Edmund **Fitzgerald** be related to our [FitzGerald friends in the peerage?](#) More on that below. One of the many nicknames of the ship was the “*Titanic* of the Great Lakes”. Hmm. Now, we know about the Titanic from [Miles’ paper](#) on that, and I will cite

that evidence extensively in this paper. This is not the last time we will see this parallel drawn here.

Next we discover that the operator of the ship was the Oglebay Norton Co. Guess who worked for the company in 1855? Wait for it... John D. Rockefeller. We are told he was working as a bookkeeper for \$3.50 an hour, months later quitting over a salary dispute. Likely story. I somehow doubt that J.D. Rockefeller ever worked for anyone, much less as a lowly bookkeeper. It's the same sob story we get from all these rich people, trying to pretend that they were once poor. A mere twenty-five years later Oglebay Norton would be managing Rockefeller's mining interests on Minnesota's Mesabi Iron Range. I will assume they were in cahoots the whole time. There is also apparently some confusion as to the ownership of the vessel, some sources claiming Oglebay Norton as the owner, some Northwestern Mutual. I am guessing some would like to downplay the connection between the insurance company and the ship. We have seen cases of insurance companies defrauding themselves in several of Miles' other papers, including the Titanic, so we know it can be done.

Miles: the wreck is ripe with numerology markers. It happened on 11/9/1975, in 88 fathoms of water. Waves were 11 meters high. The ship sank at 7:10pm, 17 miles from Whitefish bay. Those both add to eight. The wreckage is at 530 feet, ditto.

You might say, What about the wreckage at the bottom of the lake? We have several expeditions investigating the sinking. The first of these being a **US Navy** dive to the bottom of the lake using an unmanned submersible. The author credited at Wikipedia for the reference of this information is Robert J. Hemming, from a book he wrote entitled "Gales of November: the Sinking of the Edmund Fitzgerald". At Intelius he is listed as having spent time in Ann Arbor, MI, a known spook hangout. He was also an **army** veteran and he studied law in San Francisco. We aren't told where, and we also aren't told if he ever was a practicing attorney. He wrote another book about a supposed murder, which could have been faked, but we will not take the time to investigate that here. **It was faked.** The next visit to the bottom of the lake was by **Jean-Michel Cousteau**, son of famous spook diver Jacques Cousteau. Of course he can be counted on to continue the charade. The next dive was organized by the Michigan Sea Grant Program. A program of **NOAA**, it is a national network of **33** sea grant colleges. Also involved in this dive was the **National Geographic Society** and the **US Army Corps of Engineers**. Manning the submersible was Chris Nicholson, who was closely involved with **Dr. Robert Ballard**. We remember that name as the guy who dove to the (non existent) Titanic wreckage and filmed (the lack of) it. The same people have done the same thing here, so we will assume this is also a sham. Frederick Stonehouse, who wrote one of the first books on the sinking of the ship, moderated a 1990 panel review of the video. He has served as on-air expert for National Geographic and the History Channel. We know that the History Channel deals in propaganda, and Stonehouse has been lavished with many awards by the many progenitors of (manufactured) history, so I think we can safely file this guy under "spook". The next expedition was comprised of six dives led by Canadian agent and diver/ explorer Joseph B. MacInnis. He dove to the Titanic lack of wreckage as well! He has worked with the **US Navy, Canadian Forces**, and the Russian Academy of Sciences. He has several books published, the latest of which by Random House. We know what they publish. The same year another diver named Fred Shannon also descended into the storied depths of Gitchee Gumee. This guy started a company called Deepquest, LLC which the **US Dept of Defense** contracts for diving projects. His company is also affiliated with **NOAA** and **NASA**. Can't get much spookier than that! There are a few more dives and divers involved, but they all have the same M.O., so I won't bother to report on them here. In fact, the only people we see that have done these dives are all these same military intelligence agents. This paragraph alone is probably enough to shoot sufficient holes in the mainstream story to fully discredit it, but let's continue anyway, just for fun!

On one of these dives, they cut the bell from the ship, *replaced it with a replica*, and left a beer can in the pilothouse. Wait minute... What? Why in the hell would they dive down 530 feet with two submarines and a Newtsuit to a sunken ore boat to *replace a*

bell on a sunken ship with a replica? This makes absolutely no sense whatsoever. Could they really be giving us a hint, telling us that the bell they “extracted” and that is now on display at the Whitefish Point Museum is *itself a replica*? And the *beer can*? All I can say is... WTF? If anything, we have learned that when this stuff just doesn't make sense, we have a pretty good idea who's involved.

Miles: Also, how did they make a replica of the bell *before* they retrieved it? You will say the bell was standard issue for such ships, but if so, why bother switching them out? Why not just put the twin in the museum and say it was the one on the Edmund Fitzgerald? Who would know? You will say the new one wouldn't look old enough. So, take an old one from another ship. Who would know? Or antique a new one to make it look old. Do you realize how expensive such an expedition would be, and how dangerous? Someone might die just to switch out a stupid bell? So yes, none of this makes any sense, telling us the story is coming out of the usual dungeons of Langley.

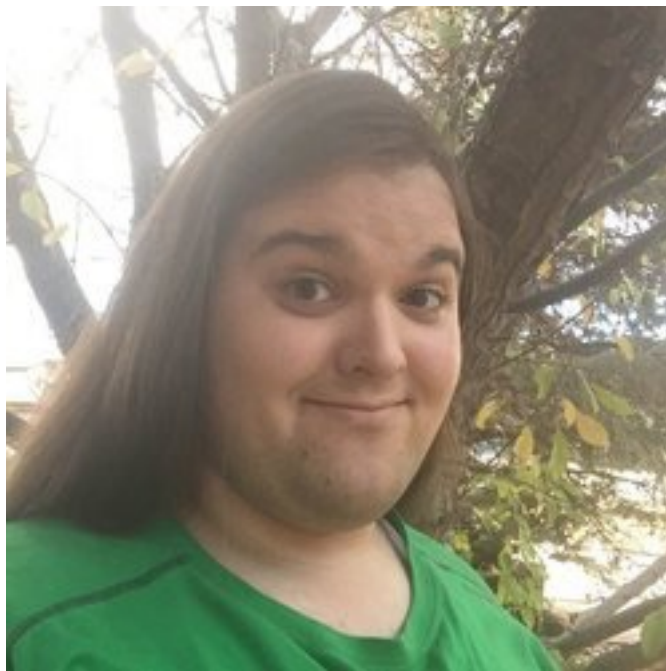
You will say, What about all the debris found at the site of the sinking? That can be faked if you have moles at the paper reporting about moles supposedly at the scene. Take, for example, [this article](#), where we meet Shawn **McKenzie**, who as a young man was stationed on the Coast Guard vessel Naugatuk, which helped collect debris at the scene. McKenzie is a ghost. He apparently simply doesn't exist, like *so many other people* involved in this project. The person who wrote the article, a guy named Brady Slater, according to Intelius worked at a place called [Capstone Corporation](#), an obvious Intelligence front, therefore also an asset. The other two jokers interviewed in this article, Bob Hom and Jim Woodard, also both obvious agents, here serve up the usual fare: drama, misdirection, and lies made up of whole cloth. Misdirection because they are always coming up with new postulations as to why the ship sunk, always arguing with one another about one theory or another, to keep you off the right track. I am reminded here of the [Kennedy assassination](#). This also brings up another point I keep coming across in my research. All these dives are taking place to *determine the cause of the sinking*, and just as we have seen with so many other faked events like this, there is so much noise surrounding and hyping the choices we are given by the governors; no one can come up with a consensus as to *why* the ship sunk and all these theories continually avoid the fact that *it didn't sink*. There are several pictures of the ship broken in two on the lake floor, but we can be sure these aren't *photographs*, they are all *paintings or models*. We can easily guess why that is. Also, here we have to mention our good friend Mr. Lightfoot (we will also deal more thoroughly with him below). Nearly every article I find has almost the *same exact script*, with sometimes slight differences here and there. And of course, front and center in every one is “The Wreck of the Edmund Fitzgerald”, generating tons and tons of interest in the story. I wonder how much revenue that song alone has generated for the Lake Superior Maritime History Museum? They owe him a serious debt. Good job, Gord, your Gold may be coming to you soon!

Now you might say, What about the 29 crewmen who went down with the ship? With some digging, I was able to gather some information about them, or shall I say, lack of them. I looked up 10 of the 29 supposed crewmen aboard this vessel and I found some strange things. Every supposed crew member is listed in a group at Geni, but you only get what they want you to see. The rest is either scrubbed or listed as private. Find-a-grave also has all members listed as well, with pictures. Now, if you've read some of Miles' papers, you will have seen that these people put very fake or weird looking pictures as evidence for you to swallow to go with the story they are selling. They think it's a funny game. The same is true here:



I mean, just look at these pictures! Don't you think someone, a relative, friend, whatever, *anybody* could have provided a better picture of *any one* of these people? Come on! Numbers 4 and 6 look like the same person. In fact, if you look closely, you can see they *definitely are* the same person! Only that he is about 10-15 years older in the second picture, and facing us with a different perspective. Same hairline, face shape, left ear, eyebrows, eyes, nose, lips/mouth, jawline and chin. They just cut off his hair in the second one so you couldn't identify that so easily (here I must give Miles credit for my newly acquired facial recognition skills). Miles: 4, 5 and 6 are *all the same guy*. The guy in picture number 12, again, looks like a mental patient as, I suppose, does the guy in picture number 10. The scriptwriters at Langley just expect people to blindly swallow this garbage, and, unfortunately, they do. Also notice the several guys in military garb. *But especially note the rocker in a levi jacket, giving us the Napoleon hidden-hand message. Telling us who pulled this fake.*

OK, I have to mention one of the guys posting these pictures on Findagrave goes by the name of Shad Wilde. Of course, I couldn't find him on intelius. At instantcheckmate we get a "Shadwick J. Wilde-DeVries, 33", and a "Shadrak Wilde, 26, from **Los Alamos, NM**, related to Tania Vanvalkenburg and Zakary Wilde." These guys are a bunch of dicks. This is the picture they give us of him:



His bio reads: “Born on **June 30, 1993** (that’s a *lot* of 3’s) in **Salt Lake City, UT**. Likes to draw. Has Autism but brilliant.” Very funny, guys. A Mormon with a Habsburg jaw, eh? Another person posting these pictures goes by the handle PhantomM5B. These guys must have a tough time keeping up with congratulating each other every week on how clever they are.

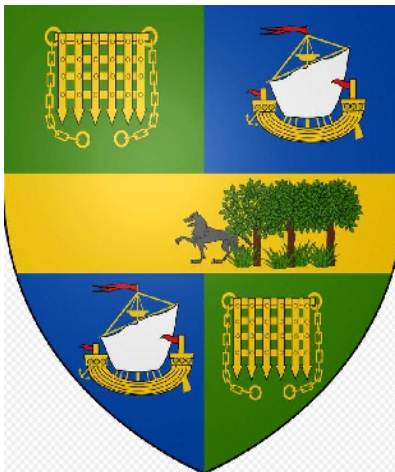
Miles: The name Taunia van Valkenburg is (or is similar to) one of the many fake names of [Zoe Quinn](#), alleged video game developer and probable Intelligence asset. For the past five years, her major output has been propaganda, and she appears to me to be part of the split-the-sexes project, by pushing the sexual harassment narrative in gaming. You might also ask why her pronouns are they/them? Is she admitting to schizophrenia or did she swallow a talking tick that dictates stories to her? To me, this is simply an admission that she is a committee front. The “they” likely refers to the committee writing her ridiculous fake history. [More research finds there *is* a Taunia van Valkenburg at Los Alamos, working for the government. Although Los Alamos is also a red flag, I have no indication this Taunia van Valkenburg is the same as Zoe Quinn, or is otherwise related to the question at hand—other than the name link to Shad Wilde and the page at Findagrave. If anyone finds otherwise, let me know. For now I will treat it as an unconfirmed theory that since they have to be doing something over at Los Alamos, and we are pretty sure they aren’t building or decommissioning bombs, they may be writing this propaganda and creating fake pages at Findagrave. We know that just a few clicks south, at Kirtland AFB in Albuquerque, they are involved in propaganda, since that is where the bozos at RatWiki reside. They admit it.]

Getting back to the crewmen, the same can be said of the information I found on these people: Spooky. For instance, Michael Eugene Armagost’s (picture number 1) profile on Findagrave lists only a mother, Lorraine Claretta Armagost (nee Berube), and father, Kendall Doran Armagost, as relatives. His profile at geni lists many relatives, all as “private”, with the exception of a brother, Steve Armagost. Steve is listed on geni to have died on Aug 30, 2014, his page being managed by a Kimberly Fortini. A google search on that yields an obit for a Steve Armagost of Hanover, PA, (with [another weird picture](#)). He was born in 1951 and is already balding in the picture, so at least 30 years old, which would put us in the 1980s. So why is the picture B&W? Who was shooting bad photos in B&W in the 1980s? His mother and father are listed as H. Louise (Fetter) **Miller** and Dean E. Armagost, respectively. Hmm. He is survived by many relatives in-

cluding a **Michael Armagost**. An Intelius search for Steven yields a dead end. However, a search for Dean E. gives us 9 relatives, **but no Steven**. Also, the timeline is off one generation. I think Ms. Fortini may be feeding us a little extra misdirection.

The research I did on ten of the other crew members revealed the same kind of shenanigans and I will assume the remaining 19 “people that went down with the ship” will yield the same results, so I won’t bother to do them as well. One thing I will mention though is that some “children” of these spooks/ ghosts are crying foul about supposed “plundering of the ship” or the “footage” of remains of sailors constituting a desecration of their families’ gravesites. Please, spare me. Who has the means to dive down *500 feet* to the bottom of the biggest, coldest lake in the world, besides the military? And what exactly would they be plundering? Taconite pellets? So anyway, they have successfully lobbied the Canadian government to ban any and all future dives to the site of the wreckage at the bottom of the lake. That is very convenient. If no one can go to the bottom and look, then no one will be able to see that *it isn’t there*. These relatives are descendants of **Ransom Cundy** (number 7), Oliver Joseph “Buck” Champeau and **Russell George Haskell**. Their names are Cheryl Rozman, Deborah Gomez-Felder, and Vivian **Jacobe** and James Haskell, respectively. I should mention here that Cheryl Rozman has an IMDB page. Who has IMDB pages? That’s right, **actors**. That’s who.

Miles: Russell George Haskell is a peerage name. The Haskells there are related to the **Scotts, Johnstones, Lathams, Millers, Littles, Morgans, and Jones**. We saw the Millers above and will see the Morgans again just below. These families link us to Scotland and Christchurch, NZ, taking us to the top of the peerage. The name is also spelled Haskel, and includes the Baron Haskel, descended from Isaac Haskel of Lithuania. **Jacobe** is also a Jewish name. The Cundys are also in the peerage, including **William Cundy of Tavistock, a naval shipwright**. His daughter married James Callaghan and their son became the **Baron Callaghan of Cardiff, Chancellor of the Exchequer 1964-7 and Home Secretary** after that. He was **Prime Minister** at the time of the wreck of the *Fitzgeralda*. He has two Phoenician boats on his coat of arms.



Prime Minister Callaghan's mother was a **Bernstein** and his daughter married **Peter Jay**, also son of a Baron, who may link us to Gordon Lightfoot. At any rate, he was the presenter of news program *Weekend World* in the 1970s in the UK. After that, he became chief of staff to Robert Maxwell, linking us to that cesspool, including Jeffrey Epstein. In 2003 Jay became director of the Bank of England. So that's who the Cundys link us to.

They also link us to the **Grahams** through the **Moons**. See **Lt. Col. John Graham Moon**, who married Mary Jane Cundy in 1958. He was of the **Baronets Moon**, and is a cousin of Sir Peter Graham-Moon, famous for his divorce back in 1992, when his wife poured

white paint all over his BMW. Her new lover was later found shot dead in “a bizarre shooting accident”. Yeah, so we can tag that one as fake as well—another insurance fraud?

Also see the Cundy-Coopers, who link us to the Earle Baronets and through them to the Gordons and Forbes.

Returning to Peter Jay, we have a second link to the name Maxwell. His maternal grandfather was James Clerk Maxwell Garnett, related to the great physicist. So Jay wasn't working for Robert Maxwell by accident. Robert Maxwell was born a Hoch, but we may assume he chose the name Maxwell for a reason—probably it was a family name. It may have been a name of his wife Elisabeth Meynard, a Holocaust researcher. Meynard probably also links us to the Maynards, Viscounts Maynard, related to the Fitzroys, Beauclerks, and Erskines. We will see them again below.

We now must touch on the illustrious Capt. Ernest Michael McSorley, skipper of the “Pride of the American Side” on her ill-fated final voyage. As usual when researching these people it's hard to find anything that isn't the endless reverberation of, again, the *same. exact. script.* I swear every single article begins with some silly, dramatic, overly mysterious and reverent tone about the tragedy, then we get [the script](#), then its Gordon Lightfoot's haunting six-minute dirge, in all its glory, for everyone to bask in. I did, however, come across [this gem](#). It looks like a home run for the comic geniuses over in Langley. They can't even spell his name right, and tell us McSorley kept the *Edmund Fitzgerald* after he retired and made a houseboat out of it. OK. The article appears to have been written by a 12-year-old. Anyway, we are told in the book by Schumacher* that McSorley took over duties as captain in 1972. He came up the ranks of the **Columbia** Transportation Company, eventually manning the helm of the flagship of the **Columbia** fleet. I have to say that this book reads like fiction, and not good fiction. We can follow McSorley's lines at Geni and WikiTree back to his 2g grandmother on his mother's side and we hit the surname **Woods** (think Tiger **Woods**, Natalie **Wood**), possibly linking him to some of our friends in the British peerage. Remember that name for later on. The rest is scrubbed at both Geni and WikiTree indicating they are hiding something. Perhaps Miles can help me with this. Miles: His wife was a **Pollock**. He was also related to McGrath, Black, Parks, McFarlane, Neal, O'Neill, Lynch, McGuire, Perkins, Sylvain, Rooney, Gervais, Laframboise, Cummings, Rohmoser. It is said that McSorley was to retire at the end of that shipping season. I believe he got that retirement: a reward for a career well spent, serving the intelligence machine of the governors.

There is then the matter of the *Arthur M. Anderson* and her captain Jesse (or Jessie) B. “Bernie” Cooper. The *Arthur M.* is the ship that supposedly sailed with and kept contact with it on the trip. Cooper had last contact with McSorley/the *Fitz* before she went down. He is either a ghost or a spook. I can get no information about him, except what is included in “the script”, and also aside from a couple of spooky sources. At Intelius I can get one Jesse B. Cooper with no age listed, who has worked for **General Dynamics Corp.** That would be all we need to file him under “Gman” as well.

And so like Miles did with the Titanic, I wanted to see if I could find the Mighty *Fitz* sailing in after days. I was having no luck, and beginning to doubt I would ever find anything, until the other day when I stumbled across [this](#). Jackpot. The author's name is Mark **Woods**. Ha! There it is. It could be that this guy and the captain are related. In fact I'd be willing to bet that they are. We keep seeing this kind of thing over and over with these people. In this article we learn that

In 1975, the same year the *Edmund Fitzgerald* sank, a boat that would eventually be known as the *El Faro* was built. Until this October, no one would have thought to link the two. But when the *El Faro* disappeared in the waves

of a hurricane, some immediately heard echoes of another ship with the initials E.F. Cheryl Rozman was one of them.

Of course she was. I think they're giving us a clue. Two 700-foot-long, fully loaded cargo ships, heading out into awful weather. They even come out and say it: "The loss of the *El Faro* and 33 lives *should be treated as the Edmund Fitzgerald of our times.*" And there you have it. I definitely sense the presence of the Langley Writers Guild on this one.

OK, as Miles has done, let's take a look at these two vessels side by side:



I'm not very good with graphics/ pictures so I am sorry for the inconsistencies in the images. You will also say that the main hull of the *Fitz* isn't tall enough to match *El Faro*, but if it were not weighed down with a hold full of taconite, it would ride much higher in the water. And, I don't know, I'm certainly no expert on this, but they just kind of have the same look/ feel about them. It just hit me when I saw it, like, that's it, I found it! Of course, I could be wrong, but along with the other clues that are being dropped, it seems like someone is trying to tell us something.

And, what would you expect if we researched the sinking of *El Faro*? You guessed it, red flags everywhere, including some of the same clowns that were diving at the *Titanic* and the *Fitz*, to investigate the sinking. The shipyard that built *El Faro*, Sun Shipbuilding and Drydock Co., is littered with spook markers. Founded in 1917 by Sunoco Oil Co., the company was involved with the US Govts Emergency Shipbuilding Program, the Aerospace industry during the cold war, and built the largest US rocket test chamber along with other various propulsion R&D structures. I won't take this any further here but I think you see the trend. I am willing to bet this event was faked as well.

Miles: The *El Faro* is also riddled with numerology. It was bound for Puerto Rico at 8:10pm, aces and eights, Chai. Lost on October 1, also aces and eights since October means eight. The wreckage was found on Halloween. So I agree with my guest author that this one was also a fake. We are supposed to believe it sailed right into the eye of a hurricane in 2015, but weather tracking was too good by that time. No ship is going to sail directly into the eye of a hurricane. That is why they track those things, of course. There are many photos of the *El Faro* on line, and none of them match, another sign of the misdirection.

However, I don't think the *El Faro* was the *Edmund Fitzgerald*. I think the [Arthur M. Anderson](#) was the *Edmund Fitzgerald*. Note that the *Anderson* was named for the director of US Steel, Vice Chairman of JP Morgan, and had been lengthened just a few months before the *Fitzgerald* wreck. The *Fitzgerald* is said to have been 222m, while the extended *Anderson* was 234m. A difference of only about 5%, invisible to the naked eye. And that is assuming they aren't lying about the lengths (which they are). But the big clue is that they looked identical after the extension:



You see what they did there, right? They made some changes to the rear, disguising the smokestack, but all they did to the front is paint a stripe on her and change the name. We even have a picture before the stripe was painted:



That's from 1988. There's your *Edmund Fitzgerald*. They simply lied about the two ships steaming together. There was only one ship to start with, so the entire conjob was done on paper. The ship left port as the *Edmund Fitzgerald* and arrived at port as the *Arthur M. Anderson*.

For more proof, we have a picture of the Anderson from the back:



What do you know? The smokestack is still there, it is just obscured from the front by that crane they have added. What is most amazing to me is that they didn't even bother to paint the ship another color than red and white. That would have been easy to do and would have been the best thing to throw us off the scent. But that was too much trouble. They are so sure of our blindness, they think it doesn't matter.

The *Arthur M. Anderson* is still in service.

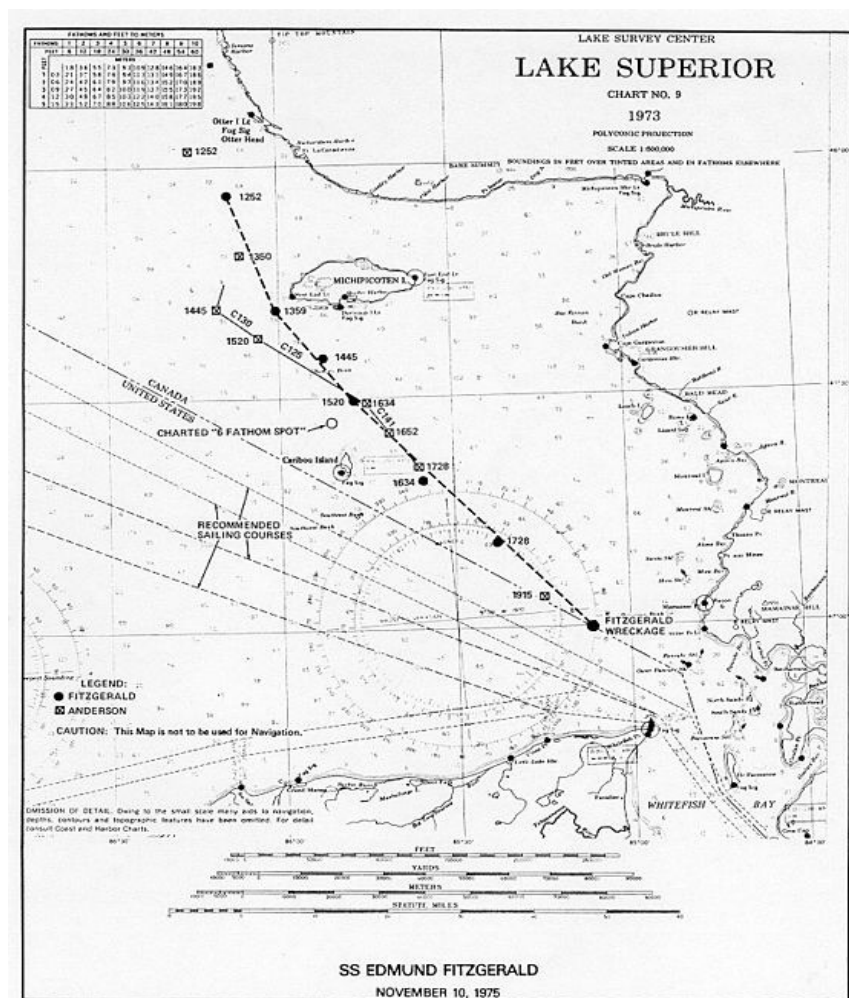


Figure 1. Probable tracklines of SS EDMUND FITZGERALD and SS ARTHUR M. ANDERSON on November 10, 1975.

Here is the supposed final resting place of the *Fitzgerald*. This is at the far southeastern corner of Lake Superior, just before Sault Ste. Marie, MI/ ON, Canada. Again, I'm not expert and I very easily could be wrong here, but the ship sailed across the *entirety* of *Lake Superior* only to go down 15 miles from Whitefish Point? It just seems highly unlikely to me. What seems more likely is that she just sailed right on into the port of Sault Ste. Marie, under cover of night and stormy weather (no accident, I am sure) and docked at a shipyard to be shaped into her next incarnation, possibly that of *El Faro*, or waited to be transported to a facility where that would take place. It could even be that she *never even sailed the length of the lake at all that day*. There is a large port town just north of Isle Royale called Thunder Bay, ON. It used to be known as **Port Arthur**. (think [recent shootings](#) in Australia) There was and is a large shipyard there that used to be called the Western Dry Dock and Shipbuilding Co., later called Lakehead Marine and Industrial. They stopped manufacturing ships in 1959, but continued to *repair and renovate* ships until the early 1990s. The crew of spooks could simply disembark and catch transport back to their respective military bases. I'm not saying I know this happened for a fact, but it seems a hell of a lot more likely than the mainstream story we are given to swallow, like so many of their pills. Although I must admit, that the mainstream story is *way* more sexy and dramatic than mine. Lots of people prefer a good story, I prefer the truth.

Finally, we come to the man who started this all for us. Gordon Meredith Lightfoot, Jr. was born in Orillia, ON, Canada, to Gordon Meredith Lightfoot, Sr. and Jessie Vick Trill Lightfoot. His father managed a local dry cleaning firm. We can take that to mean he was an owner or other higher ranking member of a larger organization. Gordon Jr. was a boy soprano in a church choir and gained notoriety through various **Kiwannis** music festivals. He wound up going to **McGill University**, a major spook school with alumni including the likes of **Leonard Cohen**, **Burt Bacharach**, **William Shatner** and **Zbigniew Brzezinski**. Subsequently he studied at the University of Toronto, formerly **King's College**, followed by **Hollywood's** Westlake College of Music. After this spook-tacular education, he began collaborating with and penning tunes for many in the burgeoning **folk music scene**, (see Miles' [paper on the Folk scene](#)) eventually signing a contract with **Albert Grossman**. He also has strong connections with [Bob Dylan](#), indicating he may be Jewish as well. Regarding the song I mentioned at the top of the paper, from an album entitled *Did She Mention my Name?*, it

featured "Black Day in July", about the 1967 Detroit riot. The following April 4, Dr. [Martin Luther King](#) was murdered; radio stations in 30 states pulled the song for "fanning the flames", even though the song was a plea for racial harmony. Lightfoot stated at the time that station owners cared more about playing songs "that make people happy" and not those "that make people think."

Right. (see Miles' paper on [MLK](#)) I'm sure Gord knows most everyone is thinking *what they're told to think!*

Checking the genealogy we find right away they obscure the name of Lightfoot's mother at geni, indicating they have something to hide. In his remaining lines are the names **Swartz**, **Joyes** (**Joyce**, **Jays**, **Jay**), **Anscomb** (Anscombe), **Shotter**, **Pullen** (Pulling), **McClary**, **Randall**, **Boxall**, **Dennet** and **Viney**. His uncle has the middle name **Gordon**, indicating that could be a surname and not a given name. Also, looking through all these listings I saw many Jewish-looking first names like Solomon, Jacob, Luemma, Ira, Bernall, Elmer and many others, telling us my hunch was right about his possible Jewish roots. But wait, they admit his mother's name is Jessie Vick Trill at Wikipedia. So we switch over to geneanet, and... Bingo. Her father's name is John Trill, his mother's name is Sarah **Wilkes**, probably linking him to John Wilkes Booth. His wife's name is Ethel Kate **Woods!** Gotcha, Gord. I believe we've hit paydirt. They scrub the lines after that, but not before we can make the connection. We saw the name Woods three

times in this paper. So Gordon Lightfoot is most likely *directly related to Capt. Ernest McSorley*, which is actually what we should suspect. This is how it always works.

Miles: Lightfoot is also related to Bell, Inch, Cotton, Bateman, Mooring, Kirkpatrick, Smith, Clark.

The premier Lightfoot in the peerage is Hannah Lightfoot, wife of King George III. We are told she was a poor Quaker, but that is absurd. Since the Quakers were crypto-Jews and spies, she may have met the King that way.

In 1843, a Lightfoot married the 10th Baronet Boynton. Their son married a Paget, whose mother was a Beckett, sister of the Baron Grimthorpe.

In 1863, a Henry Neale Lightfoot married the daughter of the Baronet Hartwell. This linked him to the Balls, and through them to George Washington. It also links us to the Warburtons and the Elphinstone Baronets.

And if we go to [a different page at Geneanet](#), we find more links for Gordon Lightfoot. He is not on the page, but his mother is. So we know these are his relatives. We find a William Fitzhugh Carter. We find the names Fox, Garfield, and Chew, linking us to Benjamin Chew, who we have seen before. He was the Jewish best-friend of George Washington, among other things. We also link to the Stewarts, Millers, Randolphs, Ayers.

Now, what I'd really love to do is *link them both* to the insurance company president and ship namesake, *Edmund Fitzgerald*. That would make the most sense, based on what we've seen in the past with these people. They are always involved in these projects *with their relatives*. So here goes. His son's name is Edmund Bacon Fitzgerald. He was the owner of the Milwaukee Brewers baseball club. We find this at Geni:

Edmund Bacon Fitzgerald was born in Milwaukee on Feb. 5, 1926. He earned a bachelor's degree in electrical engineering from the University of Michigan and in 1946 joined Cutler-Hammer, a Milwaukee-based electrical products manufacturer founded by his grandfather Frank R. Bacon.

Ho. Lee. Shit. The name Cutler-Hammer brings us to [this](#) and [this](#). The first link takes us to *Milwaukee Magazine* and a 2007 article called "Secret Agent Man". It is about Richard Cutler, brother-in-law of Edmund Fitzgerald. Although the article says Richard isn't related to the Cutlers of Cutler-Hammer, we can assume that he is. Richard Cutler came out of OSS and was one of the founders of the CIA. His wife Liz Fitzgerald was also OSS/CIA. That is one connection I didn't expect to make. E.B. Fitzgerald also served on President Reagan's National Telecommunications Security Advisory Council. Here we have red flags upon red flags!

To fill in the gaps, let's pull a Miles and hit the peerage. There we find a Francis Fitzgerald married to an Elenor Joyes which could possibly link us to Lightfoot, and thereby linking us to McSorley as well. Their children are listed to have died in the late 1800s, so that would line us up just about right. Oh my word, will wonders never cease when it comes to these strange sets of bedfellows!

Miles: Indeed, these are the Fitzgeralds of Burnchurch we have seen before. Francis Fitzgerald's son Sir Gerald Fitzgerald KCMG was Accountant General of the Navy, which isn't beside the point here. His son married a Milnes, of the Barons Houghton, which also links us to the Moncktons and Crewes. His nephew was a brigadier general and married a St. Clair-Erskine, of the Earls of Rosslyn. Remember, Andy Murray's

mother is an Erskine, and we saw the Erskines involved in Christchurch and Port Arthur. These Erskines also link us to the Fitzroys, Dukes of Grafton, which takes us back above to the Maynards/Meynards, and Robert Maxwell.

More digging in the peerage allows us to discover the Joyes there were related to the Bells (through the Fitzgeralds) and [Cottons](#). See above, where we found both names in Gordon Lightfoot's genealogy. This is proof Gordon descends from the recent peerage, and may have been scrubbed from it.

Some of you may have got to the end without understanding *why* the sinking of the Edmund Fitzgerald was faked. Just to mess with us again? No, insurance fraud. The ship was likely insured for far more than it was worth. It may have had damage that insurance wouldn't cover, but total loss *would* be covered. That's why it is so important to find the ship was owned by an insurance company. You will say, Northwestern Mutual wouldn't be involved in such fraud! No? See [here](#) for recent examples. NML has been involved in a series of scandals since 2003, paying huge fines. [More research](#) takes us all the way back to 1905, when Frank Bigelow, a head of NML and president of the First National Bank of Milwaukee was convicted of embezzlement in one of the Wisconsin Crimes of the Century.

And this paper may explain something else that never made much sense: the heavy promotion of Lightfoot's song from the beginning. It's a good song, sung well, though repetitive. But at six and half minutes, it is not the sort of tune that normally found top-40 airplay in the US in the mid-1970s. It wasn't promoted much in Europe, for obvious reasons (no need to propagandize Europeans on this), and only reached #40 in the UK. But it went to #1 in Canada and #2 in the US, due to very heavy air play. It looks like the DJs were ordered to play it, whether it fit their advertising schedules or not. There is only one thing more important than advertising schedules to these people, and that is propaganda.

*Schumacher, Michael (2005). *Mighty Fitz: The Sinking of the Edmund Fitzgerald*. New York and London: Bloomsbury Publishing. [ISBN 1-58234-647-X](#)