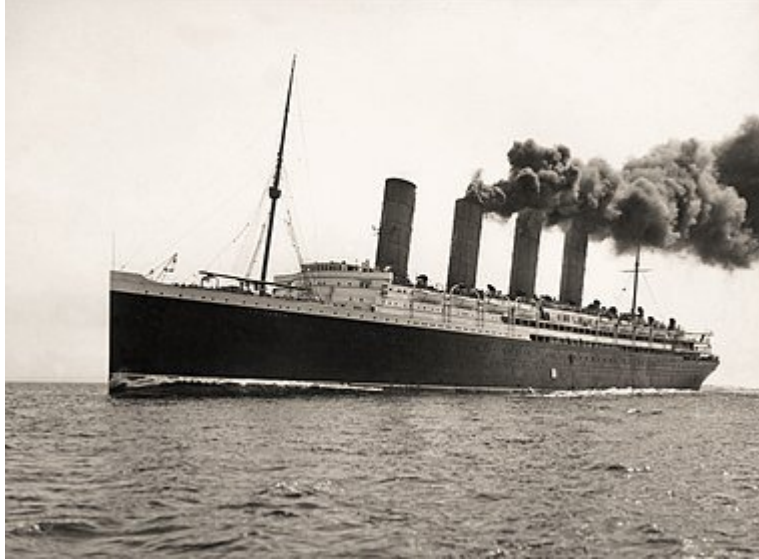


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# THE SINKING OF THE LUSITANIA WAS FAKED



*by Miles Mathis*

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Before we get started, I have to subject you to my annual fund drive, such as it is. Most places fund drive constantly, besides subjecting you to ads every single day. I don't, since I hate ads and fund drives even more than you. There are zero ads on my site, so I have zero income from ads. And I subject you to reminders like this very rarely, no more than once or twice a year. I don't use Patreon because I don't want 10% of your money to go to bankers. I do use Paypal, but very grudgingly. They take a much smaller percentage, and if I didn't use them I would collect almost no donations. But as I always tell you, you can donate without paying the bankers anything. Just send me a check, a roll of silver dimes, a pound of organic coffee (I prefer Colombian) or anything else that comes to mind—preferably something the bankers don't want, or that I can use pretty quickly. Email me and I will give you an address.

That was it. Quick and painless. Now, after [my paper on the Titanic](#), everyone should have already guessed the sinking of the *Lusitania* was faked. It was just a smaller version of the same thing, about three years later, May 7, 1915. The first clue we get is that the reports are littered with aces and eights. For instance, in the very first paragraph at Wikipedia, we find

**The ship was identified and torpedoed by the German U-boat U-20, took on a heavy starboard list, and sank in 18 minutes.[1] The vessel went down 11 miles (18 km) off the Old Head of Kinsale, [2]:429 Ireland, killing 1,198 and leaving 761 survivors.[1]**

They couldn't wait until the second paragraph to force the required numerology down your gullet.

That is because they had another round of in-your-face numerology for the second paragraph:

At the time she was sunk, she was carrying over 4 million rounds of small-arms ammunition (.303 caliber), almost 5,000 shrapnel shell casings (for a total of some 50 tons), and 3,240 brass percussion fuses, in addition to 1,266 passengers and a crew of 696.[3][4]

In addition, the coordinates of the sinking are given as 8° 33'W. 128 Americans were onboard. The ship was traveling at a speed of 18 knots. The captain of the U-boat, Schwieger, was allegedly killed two years later as captain of the U-88, which had no survivors. 885 victims of the Lusitania were never recovered. The ship passed within 8 miles of the coast of Ireland.

Her cargo had included an estimated 4,200,000 rifle cartridges, 1,250 empty shell cases, and 18 cases of non-explosive fuses,[65]

British nursemaid Alice Maud Lines, then 18 years old, jumped off the boat deck and saved the children Audrey and Stuart Pearl. Audrey later married the 1<sup>st</sup> Baron Luke and much later became the last living survivor, dying 1/11/11.

On board the *Lusitania*, Leslie Morton, an 18-year-old lookout at the bow, had spotted thin lines of foam racing toward the ship. He shouted, "Torpedoes coming on the starboard side!" through a megaphone, thinking the bubbles came from two projectiles.

At about 11:00 on 7 May, the Admiralty radioed another warning to all ships, probably as a result of a request by Alfred Booth, who was concerned about *Lusitania*: "U-boats active in southern part of Irish Channel. Last heard of twenty miles south of Coningbeg Light Vessel".

At 13:25, the submarine submerged to periscope depth of 11 metres and set a course to intercept the liner at her maximum submerged speed of 9 knots.

As you see, they really overloaded this story with aces and eights, Chai.

That last quote allows us to move onto the next major clue here. The British Navy not only knew U-boats were in the area, they were *tracking* them.

As the liner steamed across the ocean, the British Admiralty had been tracking the movements of *U-20*, commanded by *Kapitänleutnant Walther Schwieger*, through wireless intercepts and radio direction finding. The submarine left *Borkum* on 30 April, heading north-west across the *North Sea*. On 2 May, she had reached *Peterhead* and proceeded around the north of *Scotland* and Ireland, and then along the western and southern coasts of Ireland, to enter the *Irish Sea* from the south. Although the submarine's departure, destination, and expected arrival time were known to *Room 40* in the Admiralty, the activities of the decoding department were considered so secret that they were unknown even to the normal intelligence division which tracked enemy ships or to the trade division responsible for warning merchant vessels. Only the very highest officers in the Admiralty saw the information and passed on warnings only when they felt it essential.[23]

This very U-boat had just sunk a merchant schooner, the *Earl of Lathom*, two days earlier, at the same spot. A day later, that is one day before the *Lusitania* was sunk, the same U-boat sank the 6,000 ton steamer *The Candidate* and the British cargo ship *The Centurion*. Also remember that they admit the German government published a warning to all passengers in 50 American newspapers on April 22. In several cities, including New York, the warning was published right next to the advertisement from the *Lusitania*, seeking passengers. Beyond that, the British navy warned the *Lusitania* several times to be on the lookout for submarines. The problem is, these stories have no continuity, since, given all that,

the British navy should have had a heavy presence in those waters, to protect shipping. Those waters should have been crawling with British U-boats and submarine destroyers. We would have expected the *Lusitania* to have a heavy British escort from the time it entered Irish waters. But it didn't. Why not? Instead, we are supposed to believe it was just left to itself, like an [American President without his Secret Service](#) or [a Swedish Prime Minister walking the streets](#) of Stockholm alone with his wife at night.

What they don't tell you is that the US and British actually had far more submarines than the Germans. At the start of the war, Germany only had 20, while England had about 75 and the US a similar number. Despite that, all you ever hear about are the German subs. Where were the British and American subs in 1915, during this *Lusitania* story? I encourage you to research that question: you will discover another big cover-up. The *Lusitania* story requires you not know these US and British subs existed.

Another big problem is that being only ten miles from the Irish shore, there is no way they could have lost 1,200 people, with or without lifeboats. The current from the Gulfstream moves north there, *toward* shore, so most of those people wouldn't even have to swim to shore—they would be carried there by the current with no swimming. **Every passenger had a life preserver issued to him, stored in his room.** So all these people should have just floated up to the beach near Cork in their life jackets in less than an hour. This was 2 o'clock in the afternoon, and they were close enough to be seen and heard from shore. The boom from the torpedo hitting was supposed to have been ear-shattering, and a sound like that will be carried far further than ten miles. Irish ships should have started arriving within a quarter of an hour or less. But we are diverted from this realization with the usual misdirection. We are told the ship sank in just 18 minutes, which is absurd. We are told help from shore took several hours, which is absurd. We are told most people died of drowning or hypothermia in just a couple of hours, which is absurd. We are told that although the *Lusitania* had enough lifeboats for everyone onboard, only 6 of 48 lifeboats were lowered. Absurd. They actually tell us that one of the boats made it down, but the drainplug was loose so it immediately sank. God do they think we are stupid.

The nearness to shore kills another claim, that being that 885 bodies were never recovered. That's about 75% of the dead unaccounted for, ten miles from shore. But again, the drift is north there, so even if those people drowned, they should still wash up on the Irish shore. Salt water is very buoyant, so corpses would float. They wouldn't sink. Therefore they should be very easy to find, either on the beach or some distance from shore.

The alleged point of sinking is another big clue, since it was right off the coast of Cork—**Cork being a center of Royal Navy activity.** So it was very convenient for the Navy to run this hoax there. We see it in most of these hoaxes, where the military runs its projects just a few miles from base.

Another problem is the same one we saw in the *Titanic* hoax: the burying of bodies found. We are told 148 bodies were buried at Queenstown, in the Old Church Cemetery, and another 141 at Kinsale, in the Church of St. Multose. But there is no possibility that is true. Remember, there were 128 Americans onboard, and a larger group of Canadians, but most of the 1,962 passengers and crew were allegedly British or Irish. As such, these bodies wouldn't be buried *en masse* in little Irish cemeteries, they would be returned to their families to be buried in local plots. Also, Queenstown is a big red flag, since it was the site of the US Naval Air Station and before that of the Royal Navy Station. I trust you see why that is a clue. An even bigger clue: that Naval Station was used for. . . allied operations against **submarines**. So, we might as well be told these people were buried on a Navy base. In fact, according to my quick search, there was no Queenstown, Ireland, in 1915. The town there was called Cobh or

Aghada, and the base was called Queenstown. The Old Church is north of there, in the suburbs of Cork, but it is a ruins. I find it doubtful it could have taken 148 bodies in 1915. The Church of St. Multose does exist in Kinsale, but its cemetery is also tiny, and couldn't fit a mass burial from the *Lusitania*.



That's all we get at the Old Church, as proof of the *Lusitania* story. I guess 148 people are buried under that rock, end to end.

Here's another clue:

***Lusitania* fell victim to torpedo attack relatively early in the First World War, before tactics for evading submarines were properly implemented or understood.**

Except that contradicts many other things we are told on the same page, as I already showed you. They admit the British navy was tracking these subs and knew they were there. So are we expected to believe that the Admiralty in 1915 believed the best way to evade submarines was to pretend they weren't there and let ships proceed as usual, with no escort, no naval presence, no reconnaissance, and no countermeasures? Are we supposed to believe the Admiralty believed the best way to ensure the safety of passenger ships was to remove their flags, paint over their names, load them with munitions, and publish them as military vessels? Does that make sense?

And are we really supposed to believe the Germans would spend a lot of money to warn Americans not to travel on passenger ships? Are we really supposed to believe this *U-20* sub would allow all passengers off a merchant schooner before sinking her on May 5, but would then sink the passenger ship *Lusitania* in the same spot with no warning and no mercy? Are we really supposed to believe the Germans agreed to pay 2.5 million pounds in reparations after the war for this sinking? Are we really supposed to believe the British were so incredibly stupid they allowed the same sub to sink multiple ships in the same spot ten miles from Ireland in a span of three days? No one thought it might be a good idea to patrol that area, or sail around it? As we read the page on the event at Wikipedia, we are left thinking these people must have had a death wish. They ignored a series of flashing red lights, then begged the Germans to torpedo them by carrying munitions, flying no flag, and making no radio response. As usual, the story makes absolutely no sense.

As yet another example, we are told the *Lusitania* was on the Armed Merchant Cruiser list for that year, although the Admiralty had decided not to use her in that capacity. Since the AMC list was published and could easily be read by the Germans, apparently the Admiralty wanted the Germans to think the *Lusitania* was a war ship, even though she wasn't. That's rational, right? Well, no. You

would expect just the opposite, wouldn't you? You would expect the British to keep all passenger ships off the AMC list, no matter what. So the mainstream stories are for the mentally impaired.

And another example: we are told Admiral Oliver ordered two destroyers to escort in the *Lusitania*, but they allegedly couldn't find it. They telephoned the company Cunard, who owned the ship, but Cunard refused to cooperate. That makes sense, right? How about this?

**At sea, the ships contacted *Lusitania* by radio, but did not have the codes used to communicate with merchant ships. Captain Daniel Dow of *Lusitania* refused to give his own position except in code, and since he was, in any case, some distance from the positions he gave, continued to Liverpool unescorted.**<sup>[2]:91–2</sup><sup>[12]</sup><sup>[13]:76–7</sup>

What? Are you confused yet? If not, the fake historians have not done their jobs. So we are supposed to believe the ships couldn't communicate with each other? We are supposed to believe Captain Dow gave the British the wrong position on purpose? Next we get this:

**Captain Dow, apparently suffering from stress from operating his ship in the war zone, and after a significant "false flag" controversy<sup>[further explanation needed]</sup> left the ship; Cunard later explained that he was "tired and really ill."**<sup>[15]</sup> He was replaced with a new commander, Captain **William Thomas Turner**, who had previously commanded *Lusitania*, *Mauretania*, and *Aquitania* in the years before the war.

It just keeps getting worse. Even the Wiki editors can't figure out what that means, asking for further explanation. How could Dow leave the ship? Did he just jump overboard and swim to shore? And where did Captain Turner come from? Did every Cunard ship have a spare Captain in the rack, just in case? Or did they chopper him in? Below that, we are told Turner relieved Dow back in New York, but above we were just told Dow had been talking to the British Navy on the radio on May 6 or 7. It can't be both ways.

And then there's this:

**The return of the battleship *Orion* from Devonport to Scotland was delayed until 4 May and she was given orders to stay 100 miles (160 km) from the Irish coast.**<sup>[24]</sup>

So the Admiralty is telling battleships to stay 100 miles from the Irish coast on May 4, but on May 6 the *Lusitania* is sailing only ten miles from shore, with no escort? If you believe this you will believe anything, and you have.

And this:

**At about 11:00 on 7 May, the Admiralty radioed another warning to all ships, probably as a result of a request by Alfred Booth, who was concerned about *Lusitania*: "U-boats active in southern part of Irish Channel. Last heard of twenty miles south of Coningbeg Light Vessel". Booth and all of Liverpool had received news of the sinkings [of the previous days], which the admiralty had known about by at least 3:00 that morning.**<sup>[28]</sup>

So the Admiralty knew the subs were there, warned vessels of it, but did nothing about it? But that conflicts with what we were told above. If the two destroyers ordered out by Admiral Oliver couldn't locate the *Lusitania* by radio, they could certainly have followed the Admiralty's warning to this location in the Irish Channel. Besides, the passenger routes were standard and would have been known by the Navy regardless. These ships took the same routes every week, so it would be like looking for a

car on the highway. There is no chance the Navy couldn't find the *Lusitania* by sight. Besides, by 1915, the British already had air reconnaissance of areas near the shores of Britain and Ireland. Why do you think the US Base at Queensland was called the Naval **Air** Station?

Then we have four different accounts of where the torpedo allegedly hit:

**Though Schwieger states the torpedo hit beneath the bridge, survivor testimony, including that of Captain Turner, gave a number of different locations: some stated it was between the first and second funnels, others between the third and fourth, and one claimed it struck below the capstan.**

These bozos never can keep their stories straight. This tells us the torpedo didn't hit anywhere, because *neither* the ship nor the sub were even there. This whole thing only happened on paper. Best guess is the empty *Lusitania* simply passed Britain by, and, like the *Titanic*, secretly went to port in Hamburg or somewhere. There it hid out for a time while they repainted her and made some other cosmetic changes. She then re-appeared sometime later with a new name.

The head of the Cunard Lines was **Alfred Allen Booth**. Of course we have seen that name many times, involved in huge hoaxes. Think of John Wilkes Booth, as just the most obvious example. Alfred was 1<sup>st</sup> Baronet, of Liverpool, of the Booths of Dunham Massey. His maternal grandfather was Benjamin Franklin Butler, 12<sup>th</sup> Attorney General of the United States, under President Polk. His mother was an Allen, which means Alfred's middle name was a transported surname—that surname being Jewish. And notice that Alfred has strong links to the US, especially New York, which confirms his links to John Wilkes Booth. Alfred's cousin, Paul Crompton, also a shipping manager, faked his death on the *Lusitania*. Alfred's son, the 2<sup>nd</sup> Baronet, went to Yale and ended up in California, where he became a television director and head of KTLA in Los Angeles. Alfred's brother was head of the Midland Railway, the LMS Railway, and Martin's Bank. Just to remind you, the Booths had previously been baronets back in the 1600s as well. In fact they were among the *first* baronets created in 1611. Before that, they were Bothes, as were the ancestors of John Wilkes Booth, who we are told were Bothas. John Wilkes Booth's genealogy has been scrubbed after a few generations, probably to hide his links to the Booth baronets, who were also **Warburtons** and Breretons. The Warburtons take us directly back to the **Stanleys, Beaumonts, de Veres, Nevilles**, and Lucies, taking us to the **Stuarts** and straight to the top. **We go in a direct line to John of Gaunt, who then takes us to the Komnenes/Kohens.** So there you are. That's where we end up in every paper.



Just as an Astor pretended to go down with the *Titanic*, we find a Vanderbilt pretending to go down with the *Lusitania*. Alfred Gwynne Vanderbilt, third son of Cornelius Vanderbilt II, was age 37 at the time. He was **Skull and Bones**, getting you started. Alfred had gone through a nasty divorce six years earlier, a public scene so nasty his mistress Agnes Ruiz committed suicide. About 3.5 years earlier he had remarried, though the marriage was more a combination of fortunes than a love match. Margaret Emerson was a divorcée and heiress to the Bromo-Seltzer fortune. Although she lived in the US, Vanderbilt spent all his time in London. He had an estate in Brighton where he liked to fox hunt and drive coaches. My guess is he retired there after faking his death in 1915. Like Astor, his body was never recovered, of course. So we have no proof he died.

For a long time, it was reported that Alfred had been booked on the *Titanic* as well, but decided not to go at the last minute. This has now been proved to be false, since he was never on the manifest. They admit on his page at Wiki that his uncle George had been the one booked on the *Titanic*. Which of course makes it strange that Alfred made such a big deal about dodging that bullet. In other words, he lied about it. So what makes you think he wouldn't lie about the *Lusitania* as well?

And we find the usual fake stories of heroism with Vanderbilt, who supposedly gave his life jacket to a child and helped many children down into lifeboats. You can almost hear the violins. Except that we know these people like Vanderbilt were the opposite of heroic, being vicious predators in real life. These stories alone are proof the whole event was a lie.

And here's some more numerology from his page:

**By the terms of his will, Margaret and his three sons would inherit \$1,180,098.18**

Why the 18 cents? Now you know.

Another famous person who allegedly survived the *Lusitania* was actress Rita Jolivet:



I publish that very large so you can see what I saw immediately: it is fake. There are real pictures of her, but that one is not real. It has been heavily repainted, I don't know why. I include her not only because she is obviously Jewish, and because she was a French noble related to many other nobles, including the Stewarts of England, but because when the *Lusitania* was torpedoed, she was allegedly standing next to her producer Charles Frohman, who took that opportunity to quote Peter Pan: "Why

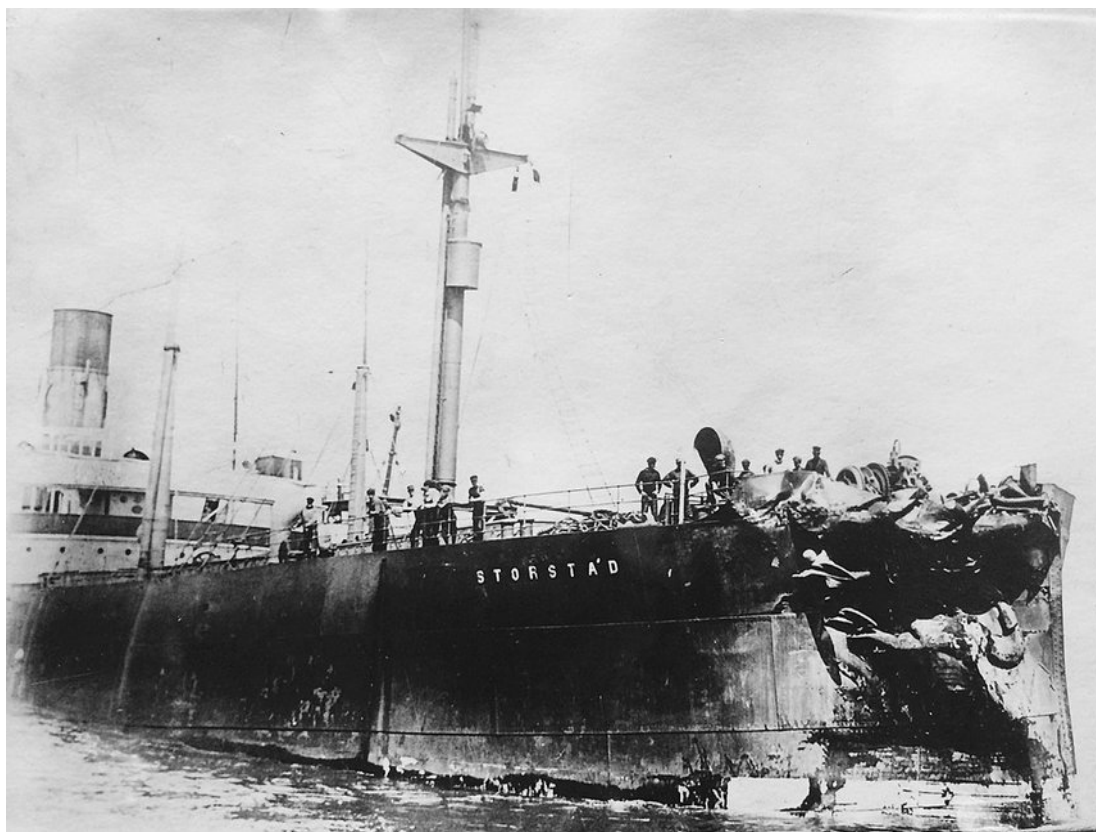


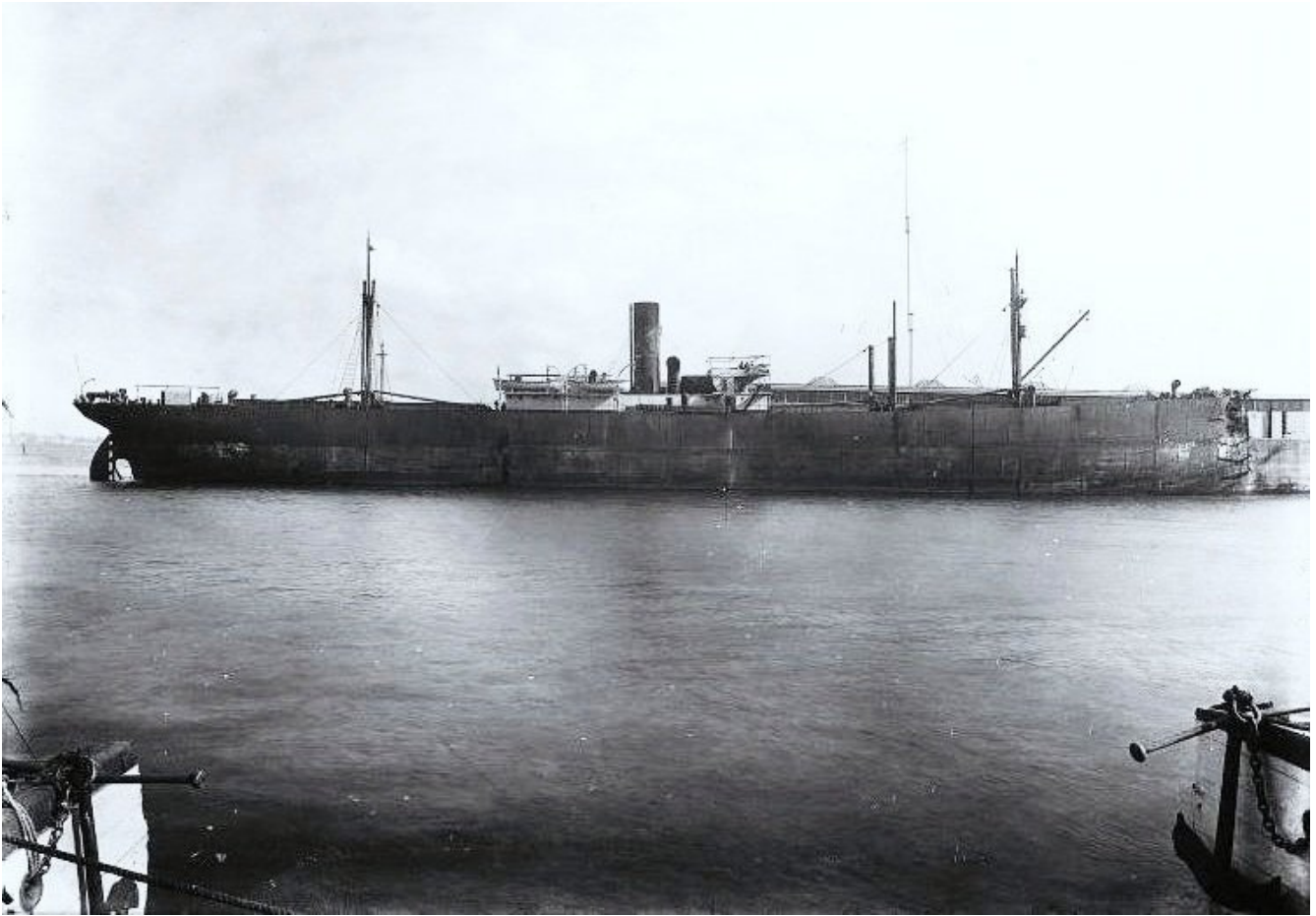
fear death? It is the most beautiful adventure in life". If you believe that, you need serious help. If your ship got torpedoed, is that what you would say? I didn't think so. Frohman was Jewish, gay, and 58, but I can't tell you why he faked his death. Possibly he was in debt and needed to cash out his life insurance policy, which he did through one of his relatives. Jerome Kern and William Gillette were supposed to be traveling with him, but I guess they got a case of the scruples at the last minute, and decided not to fake their deaths. And Frohman's burial proves what I said above, contradicting the mainstream story: his body was identified, was not disfigured, and was returned to his family in the US. So we have a major problem there. If Frohman could be returned to the US, why couldn't the nearly 300 bodies pulled from the sea be sent to their families in England and Ireland? Why bury them *en masse* unmarked in tiny Irish cemeteries on Naval bases?

Next, we find that the same person presided over the *Lusitania* investigation that presided over the *Titanic* investigation: Lord Mersey (John Bigham, Viscount Mersey). That's convenient. No, it really is convenient for me, since my proof that the *Titanic* was a fake spills over here. I spent a lot longer on that paper than I intend to spend on this one, but since I proved the *Titanic* was fake, without any doubt, we know Lord Mersey was a fraud. And since he presided over the *Lusitania* as well, it must be a fraud, too. That is the way logic and all the rules of inference work.

In fact, Mersey presided over a third big one: the *RMS Empress of Ireland*. So we can chalk that up as a fake as well. That one sank in 140 feet of water, so she must have really been scuttled, but we can be sure the deaths were all faked.

We can prove that with very little research, since the smaller ship that allegedly rammed the *Empress of Ireland* in the fog was the *Storstad*:





Unfortunately, both those pictures are faked, and they don't match anyway. The damage doesn't match, the smokestacks don't match, and the second one doesn't have the name *Storstad*.

As far as the *Lusitania* goes, Lord Mersey was accused by many of a cover-up at the time. It has been a conspiracy theory from the very beginning, though no one I know of has ever taken it as far as I have. Although all the evidence points at a total fraud, no one ever reads the evidence that way, of course. No one in the mainstream is allowed to read evidence logically, you know. Mersey was elevated from Baron to Viscount for his part in the *Lusitania* cover-up, and that is admitted by many. Mersey's son, the 2<sup>nd</sup> Viscount, married a Seymour of the Marquesses of Hertford, linking us the Herveys, Marquesses of Bristol; the Stewarts, Earls of Galloway; the Gordons, Marquesses of Huntley; and the Fitzroys, Dukes of Grafton. The 1<sup>st</sup> Duke of Grafton was the son of Charles II. So we may assume that Lord Mersey was influenced quite heavily through his daughter-in-law and her family. That link had already been made by 1904, eleven years earlier. Mersey's son became Privy Counsellor and Knight of [St. John of Jerusalem](#).

The histories also admit this:

**The full report [of the *Lusitania* inquiry] has never been made available to the public. A copy was thought to exist amongst Lord Mersey's private papers after his death, but has since proved untraceable.**

Sure, I mean why keep a record of the proceedings? That would just be rash. Why *not* file it away in

the same bin as the NASA tapes, Isaac Newton's college records, and all of Obama's records? History is at its best when kept word-of-mouth by our trusted Jewish historians.

In the US, all claims were heard by Judge Julius Mayer, who had also decided claims in the *Titanic* case. Whew, that's relief! I had thought for a moment they might tap a Gentile to be involved here in some capacity, but no. Good ole Judge Julius Mayer, who had a "safe pair of hands" in which to entrust this decision, was there to make sure the Jews remained fairly represented at 100% in all facets of this hoax.

**Thirty-three witnesses who could not travel to the US gave statements in England to Commissioner R. V. Wynne.**

All numerology all the time. Mayer found with Mersey in regard to all facts. What did you expect?

In the next section of the history, we find that Germany went along with this hoax, confirming it from their end. Since it was faked, why would they do that? Because they were in on it. This is just more proof World War I was managed from both sides. Remember, the same families were running all the countries of Europe, including Germany, England, Sweden, Russia, and all the others. The kings and queens were all first or second cousins. The assassination of Franz Ferdinand was faked, the end of the War on Halloween, 1918, was faked, and everything in between was managed for the maximum profit of these criminal families who owned and ran all of Europe and the rest of the world. Like all wars, that war was mainly about raping the treasuries and taxpayers in all the countries of Europe and the US, at rates even greater than usual. That is what normal government is about, but war government is about accelerating that rape and keeping it maximized for as long as possible.

After WWII, these governors figured out they don't even need to fake these big hot wars: they can just fake a constant Cold War and a series of distant pretend wars, achieving a permanent elevated war economy with much less effort and expense. In this way the treasuries of the world can be constantly pillaged by the "defense" industries, with almost no mobilization. Almost everything can be done on paper and via the media.

If you don't believe me, remind yourself what the American response to the event was:

**Wilson insisted that the German government must apologise for the sinking, compensate US victims, and promise to avoid any similar occurrence in the future.**

You have to laugh. Germany was allegedly in the middle of a big war with England, so President Wilson might have wished to consult a dictionary for the definition of "war". You don't apologize for waging war or compensate victims. So Wilson's "three notes" to the German government were just puerile. They could have only been publicized in a country like the US, in which the citizenry were treated like kindergarteners.

That reminds us of another clue here. The *Lusitania* and her sister ship the *Mauretania* were allegedly named for ancient Roman provinces on the coasts of Spain and North Africa. Except that they weren't. The area of Lusitania (present day Portugal) and its name predated the Roman conquest of it. The Lusitani weren't named that by the Romans, they named themselves that. Modern historians admit no one knows where the name came from, though they make up some lame stories about it coming from the Latin word *lusus*. But if the Lusitani named themselves that, they wouldn't have used a Roman word. The big clue in this regard is that the Lusitani were allies of Carthage, fighting with them in the

Punic Wars. Carthage was Phoenician, and that much is admitted. Well, since Lusitania was another big trading and shipping center, we may assume it was Phoenician as well. The amount of ink spilled by mainstream historians misdirecting away from that obvious conclusion is astonishing. Everything but the truth with these people. The same applies to Mauretania, which was another Phoenician colony. So in naming these ships the *Lusitania* and the *Mauretania*, the Booths were nodding to the Phoenician ancestry, you see. It couldn't be more obvious, which is why it is almost impossible to believe I am the first to say it.

Now let's look at the “captain” of the ship, William Thomas Turner, OBE RNR. To start with, he wasn't a captain. His naval rank was commander, which is beneath captain. Since Turner was 59 at the time of the event, he had maxxed out in rank long ago. So in the Royal Navy, he wouldn't even have been qualified to captain a ship the size and importance of the *Lusitania*. He should have been second in command. And yet somehow, despite famously losing this expensive ship, he was later knighted. But we have a problem there as well, since OBE indicates he was knighted for work outside the military or civil service, as for “contributions to the arts and sciences, work with charitable and welfare organisations, and public service outside the [civil service](#).<sup>[2]</sup>” So what art was he involved in? Acting, perhaps?

I couldn't find this Turner in the peerage, but his partner [Mabel Every](#) is there, with the correct dates. She was 24 years younger, and they never married. Although they tell us she was Turner's housekeeper, she was actually of the Every baronets, related immediately to the Flowers, Talbots, Mosleys, and Burneys. The Talbots link us immediately to the Somersets, Dukes of Beaufort, who take us *directly* back to [John of Gaunt](#). The Flowers were the Viscounts Ashbrook, linking us to the Spencers and Robinsons. The Robinsons were also baronets. Turner's contemporary was the 9<sup>th</sup> Viscount Ashbrook, who was also a Hamilton. The Robinsons ran the navy in the late 19<sup>th</sup> century through Admiral Sir Robert Spencer Robinson, Controller of the Navy and Order of the Bath. These Robinsons were previously Freinds, changing their name in 1793 [to hide their Jewish and German roots](#). The Mosleys were also Jewish, the name coming from Moses. The Everys were previously Herberts, Barons Chirbury of Wales.



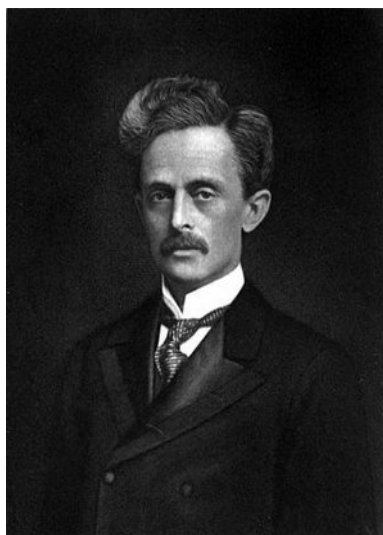
They were related to the Russells, Tracys, Lyttons, and Leighs. In the 19<sup>th</sup> c. they married the Noels, Earls of Gainsborough, linking them to the Gordons, Dukes of Gordon, and the Middletons. The

Middletons linked them to the Spencer-Churchills, Dukes of Marlborough. So this fake captain of the *Lusitania* was extremely well connected through his almost hidden partner Mabel Every.

On his page we find this:

**In 1915 the *Lusitania* was torpedoed and sunk by a German U-boat, and an Admiralty inquiry brought serious charges against Turner. Winston Churchill was directly involved with the case. Although Turner was exonerated, the charges haunted him for the rest of his days, and he lived in seclusion.[7]**

Yeah, except for the fact that the King knighted him in 1917, less than two years later, while the investigation was still in progress. And he wasn't "in seclusion" in 1916, just one year later, when he was allegedly captaining the Cunard line vessel SS *Ivernia*, which was also sunk by a German U-boat near Greece. Although a passenger ship like the *Lusitania*, it was allegedly being used as a military ship, transporting 2,400 soldiers. Turner again survived without a scratch, along with 2,316 of those soldiers. Wow, Cunard really liked faking the loss of its ships! Why would it do that? Simple: it could bill the treasury for the fake loss. All these ship losses are a con on the taxpayer, of course.



Another famous person who faked his death on the *Lusitania* was Frederick Stark Pearson, an engineer and entrepreneur from Lowell, MA. He created a "massive business empire" that included railways and power companies in Brazil, Mexico, Canada and Spain. Though from the US, we do find him listed in the British peerage. That is because he owned a large estate in Surrey, where he raised his family. His wife is hidden at both Wikipedia and thepeerage.com, but we can discover his daughter [Natalie Pearson](#) married into the Nicholson baronets. Her uncle by marriage was Sir Charles Nicholson, of Trinity College, Cambridge, and Lincoln's Inn. He was an MP before the First World War. Nicholson's son married Evelyn Murray, daughter of the 1<sup>st</sup> Viscount Elibank. These Murrays were really Stewarts through Elizabeth Stewart, daughter of the 1<sup>st</sup> Earl of Traquair. She was also a Carnegie, a Campbell, an Erskine, a Graham, a Douglas, a Beaufort, a Grey, a Forbes, and a Lindsay. These Stewarts were previously Earls of Atholl, taking us straight to the top. We hit not only the kings of Scotland, but John of Gaunt again. So that is why we find Pearson on this list. It is his family connections that explain both his business empire and his links to the other big fakers of the *Lusitania*. As you see, he was a cousin of Alfred Vanderbilt.

We are told Pearson's mother was an Edgerly, but his connections above tell me that is a fudge of

**Egerton**. As in the Egerton-Warburtons, which links Pearson to the Booths above, who were also Warburtons. So this fake passenger Pearson was a cousin of the owners of the ship. Just what you would expect. Geni tells us Pearson's wife was Mabel Ward, but then scrubs her. Findagrave also scrubs her. Findagrave also scrubs the daughter Natalie we found at thepeerage. Strange, since in his bio above that they admit he was on his way to visit this daughter in England, but then they scrub her anyway. We do find a [Mabel Erskine Ward](#) in the peerage, and since we just saw the Erskines, this is a palpable hit. It looks like she was previously married to an Allen, but had no children with him. Pearson was then her second husband, but that link has been scrubbed. She was an Erskine through her paternal grandmother, explaining why Pearson's daughter was able to marry into these top peerage families despite being of an American father. Plus, the Wards themselves were the Viscounts Bangor.

Also remember that there was a [Ward Line](#) of passenger ships at that time, founded by James Otis Ward. A Henry Prosper **Booth** later took over this line. So we have a link between the Cunard and Ward lines. William **Greene Ward** had a mansion/estate next door to the **Cunard** estate on Staten Island.

Another rich passenger whose body was not found is [William Brodrick Cloete](#), likewise listed in the British peerage. Strangely, the peerage does not realize this man died aboard the *Lusitania*, though it is definitely the same person, being married to a Henley and living in Hare Park. Thepeerage.com only tells us he died before 1921. Like Pearson, Cloete was an industrialist involved in railways and mines in Mexico. Through his wife, Cloete was related to the Parkers, Earls of Macclesfield. The 6<sup>th</sup> Earl links us to the Grosvenors and the **Leveson-Gowers**, taking us straight to the top. The Leveson-Gowers were Dukes of Sutherland, closely related to the **Egertons and Warburtons**. So we have that link again. Cloete was another cousin of all these people through his wife. Didn't anyone ever think it was strange that so many high ranking cousins of the owners of the ship just happened to be on this particular crossing? What are the odds? Actually, the odds against it are astronomical.

Now, Elbert **Green Hubbard**, who also faked his death. He was a famous socialist who happened to be anti-union and pro-capitalist. That isn't possible, so he must be a spook. You can't be a socialist and be against unions. We can be sure he is related to the later super-spook Lafayette Ronald (L. Ron) Hubbard. Elbert's first wife was Bertha Crawford, who has a Wiki page, but no parents there. Also scrubbed at Geni. But we may assume she was from the Crawfords of the peerage. Hubbard was a Reed and a Tait through his mother. Think John Reed and Sharon Tate. His son married a Sutherland, think Donald Sutherland. The Hubbards in the peerage are barons related to the **Egertons** and Spencers. Through the Berties they are related to the FitzGerald, Dukes of Leinster, and Lennox, Dukes of Richmond. The 1<sup>st</sup> Duke of Richmond was a son of Charles II. So, all the same people again. The US Hubbards are very well scrubbed, I suppose due to the fame of L. Ron Hubbard. They don't want you realizing he was descended from from these top peerage families.

Hubbard's second wife, who allegedly died with him on the *Lusitania*, was Alice Moore. Her mother was Melinda Bush. Legally, the Hubbards shouldn't have even been on the ship, since their passports had been denied earlier that year, due to a conviction for publishing objectionable material about the war. But being agents they didn't let that stop them. They applied directly to the President for a pardon. Taft was interrupted in the middle of a cabinet meeting for this, and granted the pardon immediately. Anything to make sure they would appear on the *Lusitania* manifest as fake passengers. So if you thought from reading history that Hubbard wasn't a VIP, apparently you were wrong.

And don't forget [Gardiner Greene Hubbard](#), who had the same middle and last names as our man Elbert. That Hubbard founded AT&T and his daughter married Alexander **Graham** Bell. This reminds us the Hubbards came from the Greenes and the Gardiners, including billionaire Gardiner Greene, who

owned large parts of Guyana in the early 1800s. He was also a big Boston Banker, being involved in the US Bank (Second Bank of the US). These Gardiners came from Lion Gardiner, East India bigwig who founded the first English settlement in New York. These Hubbards also link us forward to the Roosevelts and Whitneys. This William Green Ward we looked at above was the uncle of Julia Ward Howe, whose husband Samuel Gridley Howe started the Perkins school for the Blind with billionaire Colonel Thomas Handasyd Perkins of slave and opium money. Samuel Gridley Howe was also a Howard, telling us Howe=Howard, and linking us to the Howards, Dukes of Norfolk, we see in almost every paper. T. H. Perkins' grandnephew William Hathaway Forbes—born on Halloween and died October 11, Chai—then funded Gardiner Greene Hubbard in setting up Bell Telephone, bringing us full circle.

Another who faked her death was Frances Ramsey McIntosh Stephens, Montreal socialite and wife of industrialist George Washington Stephens. Her body was never found either, but just wait to you hear why. Her body was allegedly found and sent back to Canada, but during the trip back this second ship was also torpedoed and sunk by the same U-boat. They jokingly referred to this as a double murder. Except that I would call it a double conjob. Geni, Wiki, and Findagrave scrub her, but we know her parents came from Montrose, Scotland, possibly linking them to the Grahams, Dukes of Montrose. That is what we would guess, given her inclusion in this *Lusitania* list. We do know the McIntoshes of the US and Canada came over first in the 1600s, and they were related to the Houstouns, and through them to the Hamiltons, Dunbars, Douglasses, Lyons, and Maxwells. These Douglasses and Hamiltons then link us to the Campbells and Grahams, indicating my guess was right. The Douglas in the McIntosh line links us to Katherine Stewart, daughter of James IV of Scotland, who married Henry VIII's sister. Which takes us back to. . . John of Gaunt, in both the Stewart and Tudor lines.

I think that is enough to show that every prominent passenger who allegedly died on the *Lusitania* was a close cousin, with John of Gaunt as a direct ancestor. They were also cousins of the Booths who owned the Cunard lines, proving this was another inside job.

In the *Twilight Zone* episode “No Time like the Past”, Commander Turner was portrayed by actor Tudor Owen. And yes, that was his real name! His wife was a Bennett.

There was a 2015 bestseller on the *Lusitania* by Erik Larson. You remember him, right? He is the one that also wrote *The Devil in the White City*, about the first serial killer H. H. Holmes. One of my guest writers tore that up [here](#).

Wikipedia has a section on conspiracy theories regarding the *Lusitania*, and they include the belief that the British purposely put the ship in harm's way, to draw the Americans into the war. Of course no one has ever proposed the *Lusitania* was not sunk at all. Or if they did, that idea has been buried.

The other thing that has been buried is the wreck itself, which is said to exist off the coast of Ireland. The problem with that is that it is impossible to verify the wreckage as that of the *Lusitania*. Why? Because the wreck was purposely attacked by the Royal navy after WWII. It was very heavily depth-charged as well as attacked by hedgehog mines.

**Professor William Kingston of Trinity College, Dublin claimed, "There's no doubt at all about it that the Royal Navy and the British government have taken very considerable steps over the years to try to prevent whatever can be found out about the *Lusitania*".[116]**

Hmmm. And why would the Royal Navy do that? Well, the only reason to bomb the wreck would be

to hide that *it isn't the wreck*. Some old ship was scuttled there, but it wasn't the *Lusitania*. If it had been, there would have been no reason to bomb it beyond recognition.

The wreck was not salvaged, filmed or even confirmed before the Navy bombed it. Afterwards, the British sold the wreck to US Navy diver John Light for £1000. That makes sense, right? Despite that, the wreck was still never salvaged, catalogued, or filmed, and in 1995 the British government declared it a heritage site, and therefore off-limits to any exploration, even by the owner. A newer owner, Gregg Bemis, wished to salvage the wreck for Old Master paintings allegedly in the luxury quarters, including paintings by Rubens, Rembrandt, and Monet. Again, you have to laugh. Why would Old Master paintings have been on the *Lusitania*? And if they were, how would they have survived the heavy bombing by the Royal Navy? Divers have admitted the ruins are a swiss-cheese of metal, with nothing else surviving. In 2016 Bemis claimed to have found a telegraph machine, but it was immediately lost. More recently he has admitted that art thought to have been lost in sinking wasn't.