

the
PLAIN TRUTH
a magazine of understanding



What our READERS SAY

Liberal Arts Education

"As a sociology professor here in northern Minnesota, I find *The PLAIN TRUTH* one of the finest magazines that I have read. I was telling my wife this morning that here is a magazine that gives a person a liberal arts education—there are so many timely subjects—history, sociology, biology, and theology. I use this fine publication often in my lectures."

Kenneth S.,
Guthrie, Minnesota

"Explain Please"

"I would like to continue to receive *The PLAIN TRUTH*, but there are two questions that I would like answered: Where do you get the money to publish such a great magazine? And will this magazine cost me anything later on in the future? I am 15 years of age and I enjoy your magazine very much. It is interesting and has all of the facts on almost everything. I get your broadcast on station CFMB radio."

Eric A., Montreal, Quebec

• Your first question is answered on page 9 of this issue—and in answer to the second one: NO.

TV Series

"My husband and I have watched your complete series on the 'Youth of Today,' on channel 12, KCND, Pembina and would like to say how much we appreciated it. My husband is a teacher and guidance counselor at one of the largest high schools in Winnipeg. He was greatly appreciative of the contents of each of your programs and feels that the literature that you have available to supplement each of the programs would be of great value to him in helping him as a counselor to better understand and break through the generation gap that he knows exists between his students, their teachers and their parents."

Mrs. Jerry M., Winnipeg,
Manitoba

"I have been following your TV programs on the Vietnam war. Being

an officer in the U. S. Marine Corps, I have never been informed of the real costs nor have I seen a better presentation on this subject than you have presented. I deeply appreciate this program."

Marvin B.,
Santa Ana, California

Advance News Report

"Please send me *The PLAIN TRUTH*. I was once, some 15 to 20 years ago, on your mailing list and distinctly remember the items in *The PLAIN TRUTH* predicting the very things that are taking place in our world today, the departure of De Gaulle and especially the union of nations in Europe."

Sarah S., W. Frankfort,
Illinois

Ambassador

"My wife and I visited your beautiful Pasadena campus and were very pleased with what we saw. The buildings and grounds truly are the most pleasant I have ever seen. Quality was evident everywhere, as I have read in your publications many times. But truly, and most important, it is the quality of the people that you are training there that impressed me most. We have both been through college and are teachers. Nowhere have I seen such well-behaved... friendly students, and such an atmosphere for living, as well as learning. I count it a privilege to have seen your campus."

Carl D., Winchester Bay,
Oregon

Crime

"My husband just resigned from the Milwaukee Police Department, where he'd been a patrolman and then a detective for several years. He's been most unhappy in his job for two years and finally said, 'I can't fight the whole world.' He was in the hospital a month ago due to an ulcer. When he left the hospital he turned in his resignation. He says you have no idea how alone

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Personal from the Editor

THE BIG QUESTION is *WHAT*, after all, does it *mean*? The incredible, unbelievable epic feat *accomplished*! Two men put on the moon — cavorting about in sprightly style on its powdery-coated surface — and then returned safely to earth! And all this in the sight of 600 million on-lookers!

Does *anyone* grasp the real *significance*?

We need an *awakening* to what this now portends! Perhaps the principle fruitage of the achievement is what it has done to human *THINKING*! Suddenly man's outlook on his world and his future has radically *changed*! Suddenly man envisions not merely a new world, but *many* NEW WORLDS... *TO CONQUER*!

Ever since President Kennedy made the commitment to go for the moon before 1970, this feat had become the national GOAL. With Russia already in the race it was tantamount to a WORLD GOAL!

Few realize the enormity of the mass effort. It involved virtually the entire resources — and resourcefulness — of the greatest, richest nation of world history. To leave the footprints of Neil Armstrong (no relation to me) and Buzz Aldrin on the moon surface required 300,000 technicians and scientists, eight years, and 24 BILLION dollars.

It became a race between the U. S. and the USSR. The United States won not only the race but a needed upsurge in world prestige.

But with the goal of the nation — and the world — accomplished, it was suddenly like the END OF THE WORLD — as men had viewed it in outlook! Suddenly there had to be a NEW GOAL — a NEW WORLD — else what had man, now, to look forward to?

The very moment the two astronauts descended cautiously down the ladder of the Lunar Module and put a first

foot on the moon, man's thinking CHANGED! Human minds began to envision NEW WORLDS TO CONQUER!

Suddenly MAN began to think of CONQUERING THE HEAVENS! If human effort, en masse, could accomplish this moon feat, NOTHING is now impossible!

Grasp, if you can, the overwhelming implications of the words spoken by President Nixon at that moment. He spoke via radio-telephone to the astronauts standing on the moon. The whole world was listening in by radio and television. These were his astounding history-weighted words:

"THE HEAVENS HAVE BECOME PART OF MAN'S WORLD!"

The implications of these words are catastrophic!

Equally significant are the words transmitted to earth by Neil Armstrong after taking one or two steps on the lunar surface: "*That's one small step for a man... one GIANT LEAP FOR MANKIND!*"

"Giant leap" — toward *what*? Going WHERE?

Immediately Vice-President Agnew was urging that the new goal be a landing on Mars. The very day the astronauts were walking and cavorting about on the moon, startling predictions were filling the air-waves by radio and television — worldwide! *THIS*, earth's inhabitants were being told, *IS ONLY THE BEGINNING*! Now man will make it to the distant stars, even other galaxies!

The HEAVENS! "*They will now BELONG TO MAN!*"

On their return flight to earth, during one of the transmissions for television release, astronaut Edwin Aldrin summed up his impression of the entire mission. He expressed his own feelings in the great adventure by quoting from the words of the ancient King David in the Psalms, thus: "When I consider thy

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Clayton — Ambassador College

OUR COVER

State Dinner, August 13, in Los Angeles, California, honors the three American astronauts, Collins, Aldrin and Armstrong, who participated in man's first moon landing. Cost of dinner was shared by NASA and the White House. President has just presented plaques to astronauts. Two of three wives of astronauts are at far right. After presentation, gold drapes in background opened, revealing choir which sang national anthem. Occasion was probably most lavish State Dinner U.S. has presented.

heavens, the work of thy fingers, the moon and the stars, which thou hast ordained; what is man, that thou art mindful of him?" He was reading, in outer space, the Biblical words of the 8th Psalm, verses 3 and 4.

Add to this the words of President Nixon, Neil Armstrong, and the historic reading from the creation chapter of the Bible from moon-orbit on Apollo 10, and what have you? You have a sharply controversial PARADOX!

Just as man seems to be preparing to take over the heavens as HIS expanded world — just as, in human thinking in the realms of science and education, man had almost succeeded in shoving the idea of God out of existence, suddenly right in the MIDST of MAN's most exalted accomplishment of history, the star performers *have now brought GOD back into the picture!*

Whether or not it conforms to what had become the trend of modern scientific and philosophical thinking — whether or not these modern schools of thought like it — these words combined with the facts of space flight have suddenly brought GOD forcibly into public consciousness!

As science developed in our time, and rationalism took over Education, belief in God gradually became the stigma of ignorance and superstition. Belief in a God, men were thinking, may have served a purpose back in the dark ages. But now MAN had advanced beyond the need of that crutch. Now he could safely throw off the swaddling clothes of superstition. Man had become sufficient unto himself. The "*God is dead*" slogan had voiced the intellectual trend.

Science and Higher Education had shoved God outside the structure of knowledge being disseminated. The question now arises: Is man about to attempt to shove God out of His own High Heaven too? It is doubtful, of course, that Mr. Nixon intended by his statement to be saying: "GOD, GO HOME! We humans are taking over — shoving you out of your Heaven!" Still he did say: "THE HEAVENS HAVE BECOME PART OF MAN'S WORLD."

True, not all scientists or educators disbelieve in God. And the Bible re-

mains the world's best seller. This book, which ad-man Bruce Barton called "the book that nobody knows," purports within itself to be "the Word of God" — the Creator's revelation to mankind — His instruction book. Of course neither Science nor Education accepts revelation.

Nonetheless, the President's words and those from space make it pertinent at this time of man's invasion of the heavens to take a look into this best seller. In it one is quoted, saying He is GOD — that He created the heaven and the earth — that the heavens belong to Him. Could He even say something about man's current invasion of space?

We might ask whether this is merely the writing of an ancient unlearned and unscientific man, groping for a superstitious concept of God. Or whether it could actually be the Mastermind of creation revealing Himself?

Listen to these words: "Thus saith God the Eternal, he that created the heavens, and stretched them out; he that spread forth the earth, and that which cometh out of it; he that giveth breath to the people upon it, and spirit to them that walk therein . . . I am the ETERNAL: that is my name: and my glory will I not give to another, neither my praise to graven images. Behold, the former things are come to pass, and new things do I declare: before they spring forth I tell you of them" (Isaiah 42:5-9).

That is quite a claim — to foretell important future events.

Are those words fiction, or is there GOD who inspired them?

Then WHO is authoring these further words? "To whom then will ye liken me, or shall I be equal? saith the Holy One. Lift up your eyes on high, and behold who hath created these things, that bringeth out their host [the stars] by number: he calleth them all by names by the greatness of his might, for that he is strong in power; not one faileth. . . . Behold the nations are as a drop of a bucket, and are counted as the small dust of the balance . . . All nations before Him are as nothing, and they are counted to him less than nothing, and vanity" (Isaiah 40:25-26, 15, 17).

Fiction? — or true revelation? Which?

I think it should be interesting to notice a few things in this best seller "that nobody knows" — statements that have definite reference to man's efforts to "get to heaven."

The very first words in this misunderstood Book claim that God *IS* — and that God created the heaven and the earth. "In the beginning God created the heaven and the earth."

Then it says God also created man, and gave him certain dominion.

"And God said, Let us make man in our image, after our likeness: and let them have dominion over the fish of the *SEA*, and over the fowl of the *AIR*, and over the cattle, and over all the *EARTH*, and over every creeping thing that creepeth *UPON THE EARTH*" (Gen. 1:26). (Emphasis mine.)

This says man was given dominion over the land surface of the earth, over the seas and oceans, and over the *AIR* — the earth's atmosphere.

But man is now invading space *beyond* the layer of *AIR* surrounding the earth. So this is one point that is pertinent to space flight.

We find another pertinent passage in the 11th chapter of Genesis.

Reaching a land called Shinar, ancient men said, "Let us build us a city and a tower, whose top may reach unto heaven" (Gen. 11:4). They hadn't invented spacecraft then. But the human mind was working on a tower, possibly planned to go higher than anything existing on earth now.

But, the account continues, God saw what they were doing, and said: "Behold the people is one, and they have all one language; and this they begin to do: and now nothing will be restrained from them, which they have imagined to do. Go to, let us go down, and there confound their language, that they may not understand one another's speech. So the ETERNAL scattered them abroad from there upon the face of all the earth: and they left off to build the city" (Gen. 11:6-8).

These words, quoted as coming from God, are significant.

Once again, one wonders, is God

(Continued on page 46)

MARS-



the next “Giant Leap”?

Two vital factors are propelling the U. S. space program to new heights: 1) the need for a new national goal, 2) the determined search for extra-terrestrial life.

by Gene H. Hogberg

“**M**^{AN} has started his drive into the universe,” proclaimed a leading American space official on the eve of the Apollo 11 launch. It was, he confidently predicted, “the beginning of a movement that will never stop!”

President Nixon, welcoming home the three Apollo astronauts, told them: “Because of what you have done, the heavens have become a part of man’s world.”

Space is suddenly big news!

The moon, say space scientists, is merely the first rung on the ladder of space.

Herald of a New Age?

Astounding achievements in space technology are capturing public attention around the world. First it was the resounding success of Apollo 11. And, close behind, never-before-seen pictures of the planet Mars from Mariners 6 and 7.

Never in history had so many people watched a “live” event as the launch of America’s Apollo 11 mission. The world television audience was estimated at somewhere between one-half and three-quarters of a billion people.

Approximately the same size audience viewed Astronaut Neil Armstrong plant the first human foot on the alien surface of the moon. This was, in Armstrong’s own words, “one small step for a man, one giant leap for mankind!”

“Like the Tower of Babel”

The chief administrator of the National Aeronautics and Space Administration (NASA), Thomas O. Paine, told a select Los Angeles gathering that the number of correspondents who came to the United States for the launch was unprecedented in news reporting history. There were 111

accredited correspondents from Japan alone! Said Paine:

"The scene at the Cape and at Houston was like the Tower of Babel. I never saw so many different people waving arms in so many different directions at once."

The last week before Apollo 11, reported Paine, it was impossible to reserve a seat on flights between South Africa and Britain. The reason? Many wealthy South Africans flew there just to watch the moon landing on television. The South African government is being pressured by its public to finally install national television.

These, said Paine, are just a few of the worldwide impacts of man's surge into space.

Mariners Report from Mars

Following closely on the heels of Apollo 11's successful conclusion, two unmanned space probes zeroed in on earth's neighboring planet, Mars.

I, along with our News Bureau staff members Dexter Faulkner and Don Schroeder, was at Pasadena's Jet Propulsion Laboratory several times during "encounter week" as the stream of data poured across nearly 60,000,000 miles of space from Mariners 6 and 7.

The windmill-shaped U.S. space probes flashed back to JPL's television monitors such pictures of the "mysterious red planet" Mars as man had never before seen.

The spectacularly clear pictures revealed a crater-pocked surface much closer in appearance to the moon than to the earth. Huge craters measure up to 300 miles wide. Many others are 10 or 15 miles in diameter and hundreds only a mile or two wide.

It is obvious that most of the Martian craters are very ancient. According to Dr. Robert Leighton, who was in charge of the television experiments, the cratering rate in the entire solar system was much greater in the past than at present. Few seem to know why.

Many of Mars's craters are shallow, nearly rimless, perhaps testifying to some wind activity having filled the crater bowls with loose surface material over eons of time.

The similarity of the surface of Mars and the moon prompted one scientist to

comment: "If indeed there were Martians traveling and trying to decide where to go, they would go to the moon instead of earth because it would be more hospitable to them."

No Nitrogen There

On board each marvelously engineered Mariner were five intricate sensing devices.

What kind of world did these instruments detect? Essentially a dead, inhospitable planet lacking the essential ingredients necessary to support life.

The biggest discovery of all in the Mariner 6 and 7 experiments was the fact that no nitrogen was discovered in the upper Martian atmosphere.

Nitrogen is present in every life form on earth. Life as we know it cannot exist without it. Earth's atmosphere is composed of about 78 percent nitrogen.

But there is no evidence of this key element on Mars.

The planet's atmosphere was found to be extremely thin — only one one-hundredth that of earth. This means that the atmospheric pressure on the Martian surface is comparable to an altitude of 100,000 to 150,000 feet on earth.

Because of the greatly attenuated Martian atmosphere, extremely strong pulses of ultraviolet light reach the surface, virtually unfiltered. Admitted one scientist, Martian life would have to be "extremely durable" to withstand the unimpeded bombardment of ultraviolet rays.

Water, too — another key element to terrestrial life — appears lacking, except for the possibility of trace amounts of water ice. Mariner 7's close-up views of the white polar cap indicated the region may be overlaid with drifts of frozen carbon dioxide — "dry ice" — rather than frozen water.

Temperature readings revealed wide variations between day and night. They ranged from a high of 75° F during the day to nearly 100° F below zero at night along the equatorial regions.

Not a very pleasant place to live — or even visit. Mars, admitted Caltech's Dr. Norman Horowitz, resembles a hostile desert. If any life exists, some scientists think it could only be microbes — and microbes of a totally different kind from those found on earth.

But proof of life on Mars? There is none.

Faint Glimmer of Hope

The last scientist to speak at the final press conference did hold out one dying hope of finding some unspecified kind of life on the "Red Planet" (perhaps it should be relabeled "the Dead Planet").

Dr. George C. Pimentel, chemistry professor at the University of California, told the news conference in JPL's Von Karman Auditorium that one instrument in his infrared experiment detected evidence of methane and ammonia near the edge of Mars' white south polar cap.

"If these elements really exist," he said, carefully selecting his words, "we can't escape the fact that they might be of biological origin."

Pimentel said there was a remote possibility that an area near the edge of the cap might be able to support an unknown elementary form of life — if there were a substantial reservoir of water. If life exists, he said "it would be protected from deadly solar radiation by the clouds of carbon dioxide." Pimentel contended carbon dioxide is suspended in the atmosphere over the polar region, not on the surface.

But a temperature reading of -123° C found at the Martian south pole is hardly a "pre-condition" for life, no matter what other factors may be present.

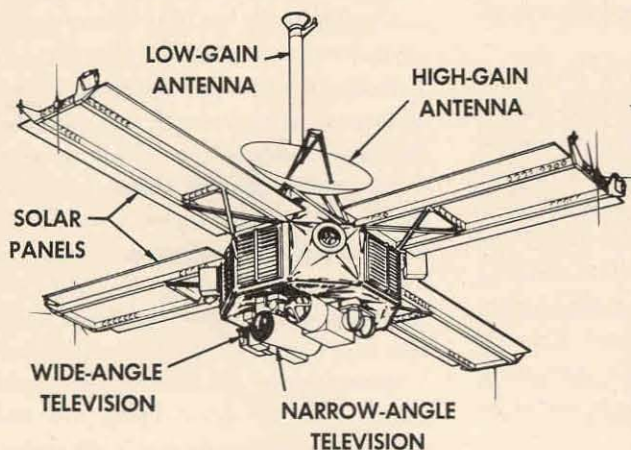
Dr. Pimentel's "optimism," however, was enough to send a number of newsmen scurrying to their typewriters. Others cheered and applauded. This was obviously what nearly everyone wanted to hear.

Some of the reporters didn't even hear the words of caution expressed by Dr. Horowitz, a biologist, who summarized Pimentel's findings and the opposite conclusions reached by other scientists on the panel.

They were too busy hammering out their stories. One could already see the headline in the morning paper — "Scientist Says There May Be Life On Mars."

Dr. Horowitz admitted he never has considered it probable that life exists on Mars or any other planet of the solar

A CLOSE-UP



FROM MARINER

Above is a sketch of the 850-pound Mariner spacecraft. Mariner 6 was launched from Cape Kennedy on February 24, 1969, reached Mars July 30. Mariner 7 was launched March 24, arrived at the planet on August 4.

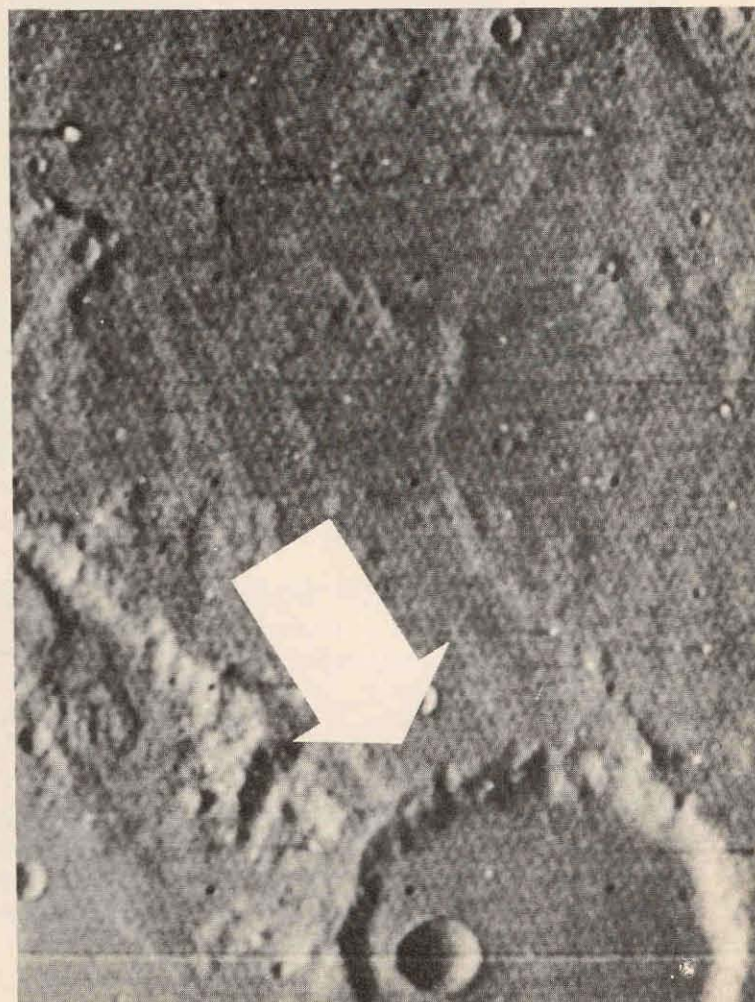
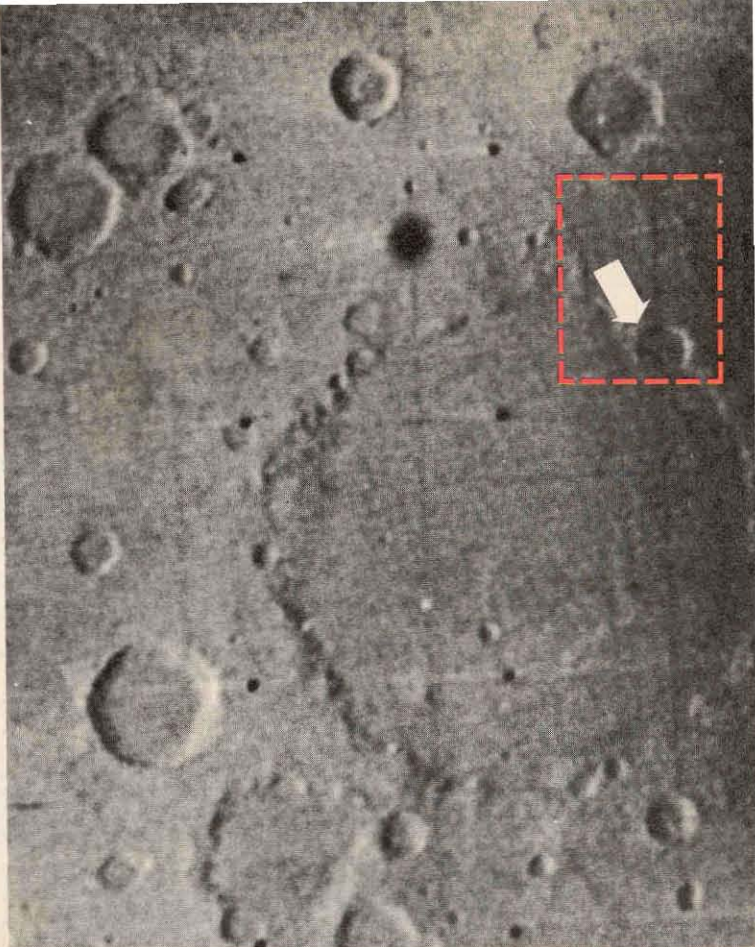
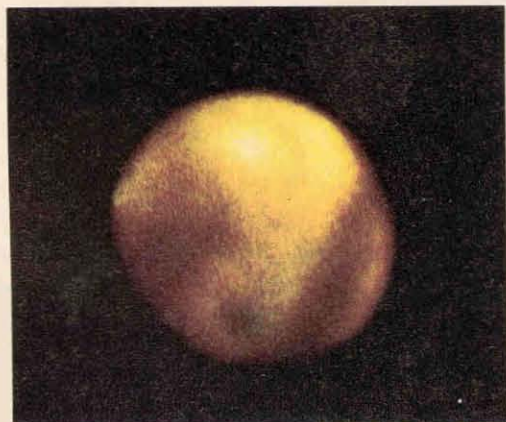
Both craft took a complete series of far-encounter and close-up, near-encounter pictures. In addition, each carried sophisticated sensing instruments which yielded data on the physical, chemical and thermal properties of the Martian environment.

Upper right, near-encounter shot taken near the Martian equator by Mariner 6. Distance from camera is 2150 miles. The area shown in picture is roughly 320 by 250 miles in size. The largest crater visible is about 160 miles in diameter.

Bottom right, an enlargement of the rectangle in top photo. The large crater (approximately 15 miles wide) at the south edge of the photo is located in the rim of the giant crater in top photo.

Below, a recent telescopic shot of Mars, which shows graphically why it is called the "Red Planet."

JPL — NASA Photos



system except earth itself. But, he said, the discovery of life outside earth would be of such tremendous, overwhelming importance to science that it must be looked for no matter what the odds are against finding it.

Search Continues in 1971

In 1971 two Mariner-class vehicles are scheduled to orbit Mars for three months photographing large percentages of the Martian surface. Then, in a projected 1973 mission, Project Viking, two spacecraft are to orbit Mars and detach landing craft to descend to and operate on the surface.

Both of these programs are obvious preparations for a manned mission to Mars, should it be approved. Extensive unmanned exploration of the moon preceded the Apollo program.

Many scientists believe even the 1971 and 1973 missions will still be inconclusive as to the primary question of whether there indeed is life of any form on Mars. Only men prowling around on the Martian surface for perhaps several months can answer this question satisfactorily, they reason.

According to Dr. Thomas O. Paine, chief administrator of NASA, there is "no question that man will go to Mars." Only two things are needed now: the will of the American people — and the money from Congress. Cost estimates vary from \$24 billion — cost of Apollo to date — to \$50 billion or even \$100 billion.

NASA is presently preparing recommendations for space programs over the next decade. A report will be presented to President Nixon September 1. Plans for manned Mars missions are expected in the report.

Man on Mars in Ten Years?

It is generally believed a manned mission to Mars could be launched in 1981. Some space agency officials speculate the date could be as early as 1979.

The remainder of the Apollo program — nine more increasingly complex trips to the moon — is almost being overlooked in the rush to prepare ground for the Martian adventure. One can almost hear the public say: "We've been to the moon. The scientists report there is no life there. Let's push on to Mars."

Some astronauts have privately expressed doubts about the desirability of the long round trip to Mars — total time would be one year and nine months — unless they are convinced the rewards will be great.

To those making such a journey, it will perhaps be the loneliest trip in human history. On the Martian surface the "good earth" will appear no bigger than a star. But it is obvious some manned program will be proposed and probably approved. The future existence of expensive facilities for manned flight operations at Houston, Cape Kennedy and other centers is at stake. And along with it the profits of some powerful industrial concerns.

So the space program is a curious intermingling of politics, national prestige — the desire to do "something big" — and the relentless search on the part of science to find hoped-for clues outside of our own planet to the origin of life and the universe.

Above all, it is the impulsive desire to simply push on and push out into space as far as humanly possible.

International Approach Needed

Other fantastic plans are being recommended for future space ventures. One is a series of unmanned "grand tours" of the five outer planets — Jupiter, Saturn, Uranus, Neptune and Pluto.

Another is a wide-range plan of manned earth-orbiting stations and manned lunar stations (explained in the accompanying interview with a leading space expert).

But all this is both a financial and technological strain for just one nation — the U. S. — to undertake.

The idea being increasingly discussed these days is the need for an international approach to space exploration.

"We came in peace for all mankind" was the placard left behind on the moon by U. S. astronauts. But U. S. taxpayers, not "all mankind," footed the bill.

On the matter of technology, leading U. S. space officials have openly voiced an invitation to space scientists in Europe and Japan to pool their knowledge with American experts. And if the Soviets are willing to make available their fund of knowledge — all the better, they say.

Some even express the hope that a worldwide unified space program may even divert man's mind away from international rivalry and warfare.

Gradually, the world is becoming one — at least in science and technology.

It was that way once before in human history — at the very Tower of Babel Dr. Paine referred to. The story is found in the eleventh chapter of Genesis.

The tower expressed the desire of men over 4,000 years ago to unify their goals and purposes — to achieve "oneness."

According to the record, the world shortly after the Great Flood still had only one language. With this advantage, plus fired-up determination, the people at that time could have achieved a true space age within a very short time. Even in our 20th Century it has been only 66 years from the Wright brothers at Kitty Hawk until the first man set foot on the moon.

But the "tower project" was pulled up short.

The record reads: "And the Lord said, Behold, the people is one" — dedicated to a single driving purpose — "and they have all one language; and this they begin to do: and now nothing will be restrained from them, which they have imagined to do" (Genesis 11:6).

This account says God interrupted their work by confusing their language and dispersing the peoples. If He hadn't, man's "imagination" would have brought about the space age in that era — probably within a century or two.

Why Men on Moon Won't Bring Peace on Earth

But the Tower of Babel would not have enhanced the individual lives of the people.

Again a close similarity to the space effort today. Often one hears the phrase, "If we can put a man on the moon, we can put an end to war." Or similar desired results such as "eliminate poverty," "find solutions to pollution," or "wipe out racism."

But the parallel doesn't follow.

As leading astronomer and Mars expert Dr. Robert S. Richardson told

PLAIN TRUTH reporters at the Jet Propulsion Laboratory:

"My feeling about it is that we could spend all of this [space program] money on improving social conditions and the social conditions would still be just as bad as they are now. . . . I don't know how we are ever going to solve these problems — they are entirely different. Going to the moon is one problem and we can zero right in. Social problems are tremendously diffuse and complex."

The spin-off from space may give us space-age plastics — but not peace, nor permanent solutions to earth's manifold problems.

For all of its genuine excitement —

and no one who watched the moonwalk could say it was not exciting — man's surge into space is diverting his attention away from mounting crises here on his own home planet.

"We are justified in exploring Mars to find whether we could transplant terrestrial life to the planet and have it survive," said a space agency official at a Mariner news conference.

But the survival of human life is at stake here on Earth — now!

Outcome of Space Race Foreseen in Advance

Just what is behind man's gnawing desire to expand his horizons into space?

Why do some even speak, futuristically, of "colonizing" other worlds?

Is man forever limited to this planet? For the answer, you need to read our free booklet, *Who Will Rule Space?* A companion booklet, *Why Were You Born?* answers plainly the biggest of all questions — "Who am I?" and "Why am I here?" These two booklets reveal the fantastic destiny of the human race.

And while you're at it, also request our new full-color booklet, *Our Awesome Universe*. It gives the keys to understanding the origin of all matter and life. You can know. It's not necessary to explore the surface of Mars or the atmosphere of Jupiter to find out!

Man on Mars by 1980?



Kilburn — Ambassador College

Exclusive interview with Mr. Eric Burgess, one of the world's foremost experts on space exploration

Mr. Burgess, charter member of the British Interplanetary Society, has written nine books on space science. In 1939 he predicted man would be on the moon before 1970! Mr. Burgess was questioned by PLAIN TRUTH staff members Gene H. Hogberg and Dexter H. Faulkner.

QUESTION: In terms of new knowledge about Mars, how important are the Mariner 6 and 7 expeditions?

ANSWER: I think they are very important, because they are giving us a transition from the telescopic views to the close-in pictures. As far as the television coverage of the planet is concerned, this is very, very important.

But in addition we are carrying a

lot of sophisticated equipment on the Mariners, which are going to give us much new information on the atmosphere of Mars, which we haven't been able to gather from the earth at all . . .

So I think, in terms of new knowledge, the Mariner 6 and 7 expeditions are very important indeed. They will probably give us more knowledge about Mars in these few days than

we've amassed since Mars was first observed in the 1600's.

QUESTION: Do you feel that Mariner 6 and 7 can conclusively prove one way or the other whether there is life on Mars or if conditions for life do or do not exist? Or will we have to have a manned landing there to answer those questions?

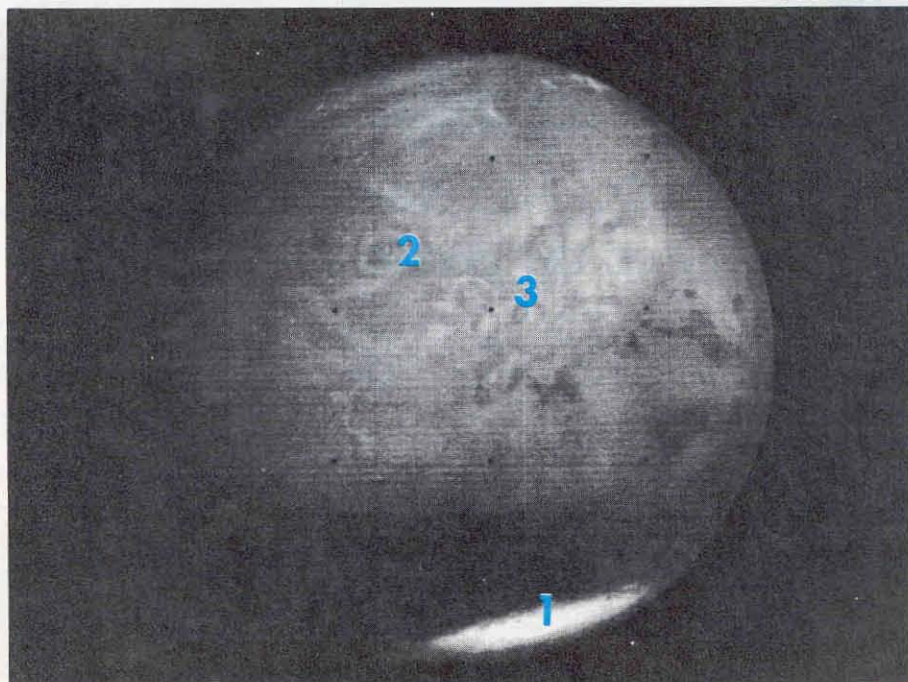
ANSWER: I think Mariner 6 and 7 will NOT prove whether or not there is life on Mars, but they should tell us whether there are conditions conducive for life to exist on Mars. . . . I think definitely — I have contended all along — that although unmanned probes are the logical first steps in the space program, *the only way we can really find out is to get man down there*. Because with all the experimental probe vehicles, they have to be programmed to do certain tasks; they're not flexible. Man is almost infinitely flexible.

QUESTION: What year would you expect a manned expedition to Mars, if it would be approved?

ANSWER: . . . I reckon that if we started going right away we could probably do it within ten years.

MARINER 7 far-encounter photo of Mars taken at a distance of 293,200 statute miles. Prominent in the picture are 1) the white southern polar cap, 2) the bright, ring-shaped Nix-Olympica region, and, 3) the complex streaks of the Tharsis-Candor region. Nix-Olympica is now thought to be a giant crater in excess of 300 miles in width.

JPL-NASA Photo



QUESTION: I believe it was in 1952 that you predicted there would be unmanned probes of Mars?

ANSWER: That was 1952, when I wrote my Martian probe article, which I think was the first technical paper on the possibility of sending photographic probes and instrumented probes to Mars.

QUESTION: Do you feel that there will be probes of other planets within our solar system?

ANSWER: Yes, there will be probes to other planets. In fact one of the big things coming up in the seventies is going to be the "grand tour" of the planets by a probe.

QUESTION: Would you explain that a little?

ANSWER: Well, this is using the gravitational field of the planet to move a probe in a new orbit and swing it out and give it a boost so it can move further out into the solar system and do almost a grand tour of all the planets and then be shot out of the solar system.

QUESTION: Do you think that our solar system is more or less the limit for man's space probing?

ANSWER: No, I think we could send an inter-stellar probe, but the problem here is convincing people it should be done because this is a multi-generation project, rather than a multi-administration project.

QUESTION: Has the U. S. space effort proceeded about the way you thought it would, satisfactorily to you?

ANSWER: Yes, it has indeed. I wrote a book [*Satellites and Space Flight*] in 1956 which came out about a week before Sputnik 1 was launched, which was kind of a blueprint for the space program. We're about halfway through it, so we're doing pretty well and we're on schedule.

QUESTION: Roughly what has been completed — and what is yet to be accomplished?

ANSWER: We've got audio-visual satellites, we've got "com" sats [communications satellites], and scientific satellites. We've got lunar and planetary probes, and a soft landing on the moon and a probe. We've got manned circumnavigation of the moon and manned landing on the moon.

QUESTION: Did you foresee all these events?

ANSWER: Not quite in that sequence, because I visualized possibly a large manned orbital station before landing on the moon. Actually we didn't go quite that way — we did put up orbiting stations, but only a small station, not a permanent station.

The half not completed really is the manned orbital laboratory, the complement of crews being permanently in space. The other thing that has to come is a manned lunar base . . . like our Antarctic bases and specifically for scientific works, such as telescopes — both optical and radio telescopes on the moon.

Then I think what has to come is the manned interplanetary fly-bys which parallel the manned circumnavigation of the moon and the manned interplanetary landings.

I also visualize interstellar probes to begin with and possibly interstellar

(Continued on page 32)

"Come on, tell the whole story like it is!"

O.K.—YOU Asked for it!

A SUBSCRIBER DEMANDS an answer regarding the source of the financial stability of *The PLAIN TRUTH* magazine and of AMBASSADOR COLLEGE, its publisher.

"I don't want any personal replies," he says. "I would like to see you donate a spot in the next *PLAIN TRUTH* for this letter and the answers to the questions asked in it."

You are now reading in the spot donated.

I have answered these questions many times. Still, many of our millions of readers may not have read the answers to some of his specific questions.

We have nothing to hide certainly — still I have felt a little reluctant about giving this answer too often or too fully, simply because I do not want to violate our policy never to request contributions from the public — never to ask or urge anyone to become a Co-Worker supporting our operations financially.

But this particular challenge, unanswered, would invite suspicion, and therefore I am giving a frank and straightforward answer.

The "Handful of Co-Workers"

The writer of the letter certainly cannot object to having his name and address appear. It is James A. Sutton, Route One, Uniontown, Kentucky.

First he writes: "I received your personal letter to the subscribers of *The PLAIN TRUTH* today and I still can't realize how you can run an organization like you do (especially considering the size of it) financially from a handful of Co-Workers — they must be rolling in dough."

I will quote and answer his letter a point at a time.

A reader of this magazine challenged the Editor, demanding an answer. "I want it answered where all the subscribers of The PLAIN TRUTH can see the answer," he demanded.

by Herbert W. Armstrong

This entire Work, sponsored by Ambassador College — including *The WORLD TOMORROW* program on both radio worldwide and television in the United States and Canada — is NOT sponsored or backed by any large commercial corporations, foundations, or individual multimillionaires.

It is supported financially solely by the contributions of a group of Co-Workers, as Mr. Sutton already knew. But these Co-Workers emphatically are NOT "rolling in dough." I have only very limited information, of course, as to the economic status of our Co-Workers, but what I do have indicates that their average income level is probably slightly BELOW the average income level in the United States and Canada.

Of course some people do seem to get peculiar ideas about the source of our financial support. One woman told my secretary that she was "absolutely sure" that all of our financial backing came from multimillionaire H. L. Hunt. My secretary assured her none of it did. But she stuck to her conviction. She was SURE — without any evidence, of course. Just out of curiosity, I stopped writing a few seconds at that juncture to ask our computer system. Our contribution records go back three years on the computer. It has no record of any contribution from Mr. Hunt in that period — and I feel sure he would not have prior to that. He supports a large public service work of his own, which is quite well known.

Now about this "handful of Co-Workers." The whole story of the finan-

cial support of this Work is explained in the free booklet which was offered all our subscribers in my letter: "*This is AMBASSADOR COLLEGE.*"

I explained how a small handful in Oregon who had heard my lectures there volunteered to become Co-Workers to help disseminate this "Missing Dimension" education. That started the radio program and *The PLAIN TRUTH*. I explained how others, hearing the lectures on radio, voluntarily joined them as contributors.

Never Solicited

It has been, all along, our policy never to ask the public for contributions — and never to solicit, urge, suggest or invite any to become Co-Workers — that is, regular contributors. Once people do, voluntarily on their own initiative, become Co-Workers with us, we keep them informed, monthly, of the progress and future plans of this worldwide Work, and of its financial situation and needs.

As explained in the booklet mentioned, as others voluntarily became regular contributors, additional radio stations were added to those releasing our program, *The WORLD TOMORROW*.

The radio program and *The PLAIN TRUTH* began 35½ years ago. Ambassador College was founded 22 years ago. There has been steady and continuous growth, under the same financial policy.

We believe in GIVING, not selling. We have nothing to sell. We give, as those who have become Co-Workers with us, give. We BELIEVE in what we are giving. The "handful" of Co-Workers believe in what they HELP us give.

Teaching, worldwide, on all inhabited continents, the meaning and

PURPOSE of life, the TRUE VALUES as distinguished from the false, and the CAUSES of right results in life — in other words, teaching HOW TO LIVE — has *changed* and enriched uncounted thousands of lives.

Yes, we certainly BELIEVE in what we are doing! If you want to see or experience it for yourself all you have to do is visit any of the three campuses of Ambassador College. You'll see the RESULTS reflected in the students.

The family of voluntary Co-Workers, starting with the little original handful of perhaps a dozen of below-average income, has grown and multiplied through the years. That family of volunteer Co-Workers is *the sole and only source* of financial income for Ambassador College, *The PLAIN TRUTH*, *The WORLD TOMORROW*, and this entire worldwide operation. The only possible exception is, of course, the tuitions and fees received from students, and below-cost charges for food and room.

Sound incredible?

Probably. You have never heard of any operation like it. But it has been done for 35½ years — and *is being done today!*

But some, through misunderstanding, have the impression we REFUSE to accept contributions. That false impression seems to arise from the fact we do not REQUEST contributions from the public. And further that we have nothing to sell. We are NONCOMMERCIAL, and NONPROFIT. We say "you cannot pay for your own subscription — it is ALREADY PAID." We even return hundreds of dollars because people send money *to pay for* our magazines or literature. But WE DO NOT REFUSE CONTRIBUTIONS voluntarily sent, to help us pay for SUBSCRIPTIONS FOR OTHERS! Yes we do, gladly, gratefully, accept contributions to help us in this great Work of GIVING, and SERVING OTHER PEOPLE! But we do not request, solicit, nor ask for such contributions — or for people to BECOME Co-Workers and regular contributors. And I do not say this here as a request, hint, or urging, but simply because a subscriber CHALLENGED ME, and I feel a frank and

straightforward explanation, to clear up misunderstandings, is due our readers.

Next, Mr. Sutton asks: "Who are these Co-Workers anyway? What do they eat, drink, wear, live in, drive, etc.? Simply, where do they get their money to live on, plus pay for the machinery and publication of all these magazines etc. that you people send out?"

I answer, simply, I do not know many of these Co-Workers personally, but I do know they are mighty fine people who are making a real sacrifice to GIVE regularly, so we do not have to SELL on a commercial basis what we give freely. Some, I do happen to know, are contributing much more now than they did a few years ago, because they learned that tithing their income really PAYS — and beside contributing more, through tithing, they are living better — gradually able to increase their own living standards due to increased incomes. They learned one of the CAUSES for the effect of increasing incomes!

As to what these people eat, wear, drive, etc., I know little. They all VOLUNTEERED to become contributors. And, of course, the number of them has increased steadily and gradually from that original dozen or so.

What Is a Co-Worker?

Mr. Sutton continues: "If you people work for yourselves and don't sell your product (magazines and information), and don't take donations, where does

the money come from to keep an organization like that ticking?"

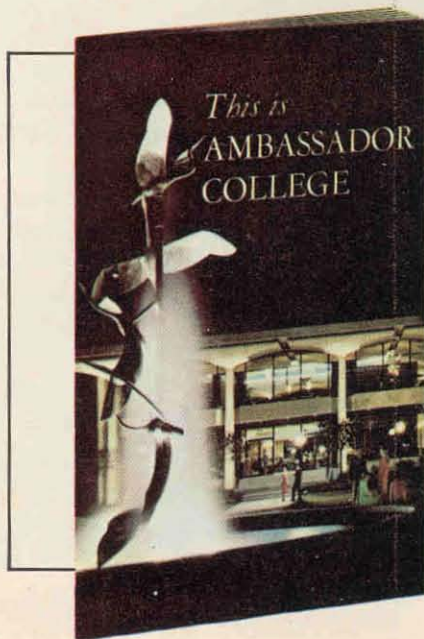
I reply — well now, Mr. Sutton, perhaps I begin to understand your perplexity. Perhaps you supposed our "handful of Co-Workers" were the people here at Pasadena who work in our printing plant, our offices, or teach in our classrooms. No, most if not all of them are Co-Workers, too, in the sense that they, along with myself and the leading executives in this great Work, are contributors financially. But by the term "Co-Worker" in our own terminology we mean those who have voluntarily become regular contributors financially, rather than those we employ.

I can understand, now, why Mr. Sutton wrote, next, "Even if you and all these Co-Workers were millionaires you would finally go broke spending money with no return on it."

Then he says: "Come on, tell the whole story like it is."

Well, Mr. Sutton, I think I have done that. And I hope that, now, you and ALL our millions of readers will UNDERSTAND — and that I have corrected the misunderstanding under which I see you were laboring — and perhaps thousands of others misunderstood the same point.

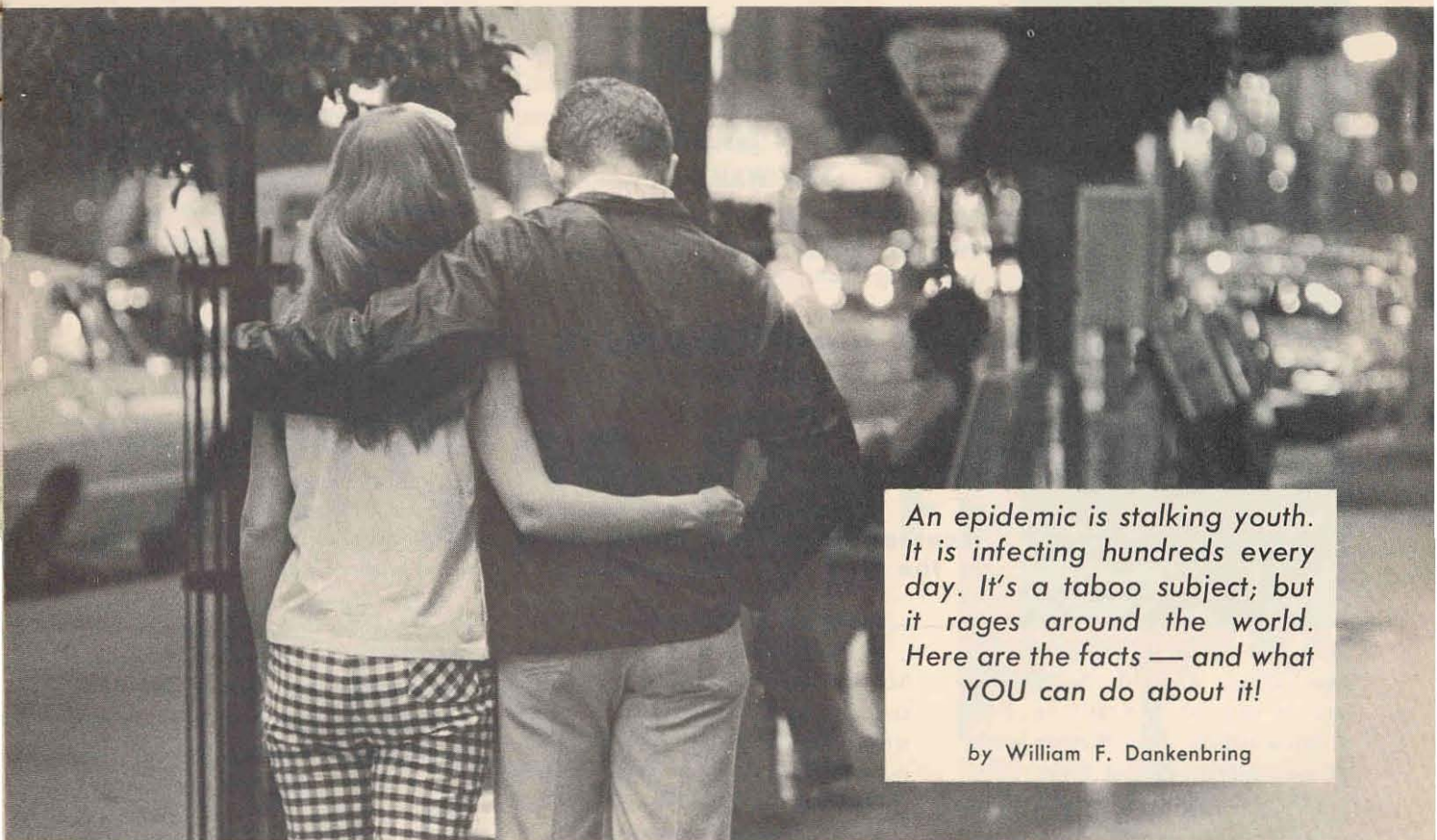
Mr. Sutton concludes: "I'm not knocking the kind of work that you are doing . . ." and then his request for the reply, quoted earlier.



If you do not yet have a copy of the new full-color booklet *This is Ambassador College* send your request to the Plain Truth office nearest you. See addresses inside front cover of this issue. There is no charge.

THE DISEASE

Nobody Wants to Talk About



An epidemic is stalking youth. It is infecting hundreds every day. It's a taboo subject; but it rages around the world. Here are the facts — and what YOU can do about it!

by William F. Dankenbring

Kilburn — Ambassador College

IT is a hushed-up subject, though millions are struck by the disease every year. Almost nobody wants to talk about it!

It does its work silently, quietly. It strikes suddenly. It even blights the lives of still unborn generations!

Number One Social Problem

Some authorities claim it is America's number one social problem, involving more people than divorce.

"The disease is hitting people of all ages, professions and income brackets," says Dr. Lee Elgin, director of control of the disease in Miami, Florida. He added, "We have had bankers and even physicians infected."

What disease are we talking about?

What is this disease that is seldom discussed but affects MILLIONS?

Venereal disease!

"Gonorrhea is *now out of control*," warned Dr. William Brown, chief of the disease program at the National Communicable Disease Center in Atlanta, Georgia. Officials at the center predict 1.5 million Americans will become infected with it this year — up 25 percent from two years ago and **DOUBLE** the number of a decade ago.

The American Social Health Association estimates about 1,500,000 are infected each year.

But **WHY** are people afraid to bring this subject out in the open and discuss it frankly, honestly? Why are so many afraid to face it — and hide their eyes from it?

Such an attitude can only serve to contribute to the growing ravages of the problem!

Hiding one's eyes from a problem will not make it go away!

Venereal disease, today, is a **SERIOUS** plague. Yet it need not have been, if today's parents and today's youth had been taught right values.

Some authorities say only 10 percent of the cases are ever reported — the rest are covered up, kept secret because of the shame and stigma involved.

But the United States is not alone in succumbing to this scourge of the flesh!

Worldwide Hydra-headed Monster

Venereal disease rears its ugly head around the world. Said Dr. Emanuel

VD
CASES
REPORTED
YEARLY

500,000

CASES IN U.S.A.

46,000

**CASES IN ENGLAND
AND WALES**

*More than half are incurred by teen-agers
and young adults under age 25.*

**SOME AUTHORITIES ESTIMATE
UP TO
90%**

***of all venereal disease cases
treated by private physicians
in the U. S. are not reported.***

Snell, Director of Communicable Disease Control, Manitoba, "Venereal disease is OUT OF CONTROL in North America and the entire Western world" (*Canadian Press*, Oct. 24, 1968).

In Western Europe it has also reached epidemic proportions. In Britain it is close to epidemic. Parts of black Africa have some of the highest rates in the world.

One government pamphlet reports, "Venereal disease is rising ALL OVER THE WORLD. With modern means of transportation no country is isolated from other nations. . .

"Syphilis and gonorrhea have not been brought under complete control anywhere. Of 106 nations reporting to the World Health Organization, 76 acknowledged a rising incidence of syphilis" (*Venereal Disease — A Renewed Challenge*, p. 4).

A recent British Medical Association booklet reports that more people have venereal disease in Britain than at any time in the past 13-20 years.

New resistant strains of gonorrhea have been reported in Sydney, Australia, and the rapidly increasing number of school children affected is alarming authorities. Last year girls up to 19 years of age represented 38 percent of all cases; this year they are expected to represent closer to 45 percent!

In Ontario, Canada, the rate of gonorrhea has nearly doubled since 1955; cases among girls 17-19 have more than doubled in the past ten years.

The rate of "Vietnam Rose" — the name GPs call gonorrhea — has reached an all-time high for any war involving U. S. servicemen. *One out of every four soldiers* reportedly has been infected. Says the World Health Organization, in one American unit an estimated 700 out of 1,000 men were infected in a single year!

In major Vietnamese cities, the VD rate for American servicemen has soared. In Quinhon, on the coast, the rate was once as high as 126 percent — a seemingly impossible

figure, until you realize that some troops were infected more than once!

Gonorrhea may be the number one communicable disease problem in the whole world!

But why? What is the cause of the skyrocketing increase?

The Results of "Free Love"

The truth is, we live in a promiscuous world. Fornication is deceitfully labeled "free love." Adultery goes under the name "wife swapping."

Unknown to many, homosexuality is the cause of much of the shocking increase in venereal disease!

And homosexuals may have as many as 20 or more "contacts" in a single day.

Syphilis and gonorrhea are spread from one person to another through illicit sex relations — through promiscuous contact with someone who has the disease in an infectious stage. An estimated 45,000 women in the Los Angeles area, for example, are "walking reservoirs" of venereal disease and will infect anybody foolish enough to have sexual relations with them!

These diseases are not, as many falsely believe, spread through the air, or carried by insects, or transmitted by food or water. One almost never contracts VD from toilet seats, drinking fountains, door handles, or similar articles or objects. Why have educators and doctors generally failed to warn that people contract personal, private "social" diseases by breaking the laws which regulate human health and happiness?

Why have ministers often been in the forefront of those advocating breaking of moral laws instituted to govern the proper use of sex in marriage?

Have we forgotten the meaning of "Thou shalt not commit adultery" (Exodus 20:14) and "Flee fornication" (I Cor. 6:18)?

When will we quit kidding ourselves? "Every sin that a man doeth is without the body; but he that committeth fornication sinneth against his own body" (I Cor. 6:18).

Venereal diseases are not new to the world scene. They have plagued civilizations down through history. Among the ancient Gentiles were some of the most vile, sordid, obnoxious proponents

of sexual perversion. Homosexuality was rampant. Some of the world's most cherished, respected, looked-up-to philosophers were practicing homosexuals!

Perhaps it does make a difference what God has to say about them?

Notice!

"Professing themselves to be wise, they became fools... Wherefore God also gave them up to uncleanness through the lusts of their own hearts, to dishonour *their own bodies* between themselves: Who changed the truth of God into a lie... for this cause God gave them up unto vile affections: for even their women did change the natural use into that which is *against na-*

ture: And likewise also the men, leaving the natural use of the woman, *burned in their lust* one toward another [and never satisfied!]; men with men working that which is unseemly, *and receiving in themselves that recompense* [including mental problems, frustrations, feelings of guilt, unhappiness, wretchedness, misery, and venereal diseases!] of their error which was meet [or fitting]" (Romans 1:22-27).

Permissiveness, apathy, public unconcern, widespread promiscuity due to the general lowering of the moral barriers and sexual restraints of society, and finally, now, the crashing of morals into the gutter — these are the causes

of the new plague of venereal diseases scourging the world!

It's time health officials and parents became concerned. Widespread use of the "pill" may prevent pregnancy. But it won't prevent V.D.

What can you do about this growing problem? How can you protect your children, educating them to avoid the dangers and perils of promiscuity — of necking, petting and consequent fornication?

The answers are contained in our booklets entitled *Your Marriage Can Be Happy, Why Marriage — Soon Obsolete?*, and the book on *Modern Dating*. Write for your free copies, sent as a service in the public interest!

Interview on VD with

Dr. R.S. Morton

On July 3rd, Dr. R. S. Morton, Consultant Venereologist for Sheffield, England, spoke out on venereal disease. Our correspondents were there.

PLAIN TRUTH staff members afterward interviewed Dr. Morton on the causes for recent phenomenal rise in V.D. Here are Dr. Morton's succinct responses to one of the most serious problems of this decade.

QUESTION: Dr. Morton, as a consultant in venereal diseases, could you tell us how widespread venereal diseases are in Britain today?

DR. MORTON: We have an increasing — and steadily increasing year-by-year — incidence of these conditions. Our particular problem at the moment is gonorrhea. Syphilis we have partially controlled here.

QUESTION: How large is the increase?

DR. MORTON: Since 1960, gonorrhea in England and Wales has gone up by

about 22% in men, and gone up by about 72% in women.

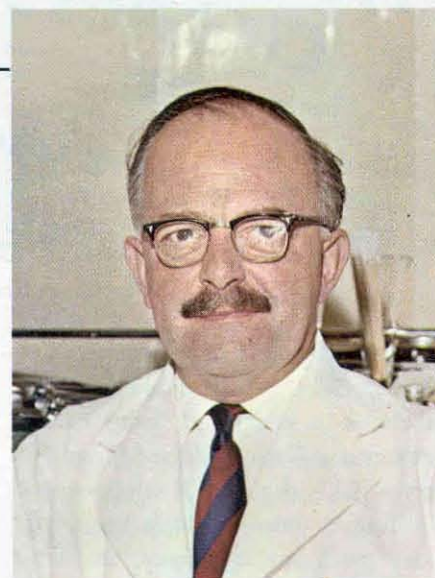
QUESTION: What are the main venereal diseases today?

DR. MORTON: The term "Venereal Diseases," in this country, applies to syphilis, to gonorrhea and to chancroid. We prefer to use the term, "sexually transmissible diseases." This applies to about ten or a dozen conditions, and of course, the term includes venereal diseases as defined legally. These other conditions are trichomoniasis, caused by a little one-

celled animal — a very common condition in women; a condition called non-specific urethritis in men — and this is a *very common condition here* and increasing rapidly. We're also seeing increases in such other sexually transmitted conditions as genital warts, scabies, pediculosis pubis, and so on.

QUESTION: How much is promiscuity to blame for sexually transmitted diseases?

DR. MORTON: Promiscuity means indiscriminate mixing. Many have several



Maidani — Ambassador College

Dr. R. S. Morton, a leading British public health official, warns of the VD threat.

DR. MORTON: Ten or 15 or 20 years ago, about one man in three or five was telling me that he had been infected by a prostitute in England. Now we only see this stated very, very rarely. Prostitution, as a source of infection, is much rarer now than ever before. I don't think there is

any doubt that this is because, in our permissive society, girls are permitting intercourse [fornication and/or adultery — Ed.] far more than ever before. So there is no great need for the prostitute in this country.

QUESTION: What is the proportion of venereal disease that comes from homosexual activity?

DR. MORTON: When you consider the estimated number of homosexuals, homosexuals present in VD clinics a much greater number than one would expect. Not a few homosexual men are promiscuous. Many of the younger ones have no idea that they can be infected by homosexual practices. There's a great need here for education. Homosexuality as a source of infection is very real and increasing.

QUESTION: How much is homosexuality to blame?

DR. MORTON: We find in clinics in London, for instance—and London is like a magnet to homosexuals because it offers them anonymity—that in some of the VD clinics in London, a few years ago, one man in ten that was seen was a homosexual. Now it's up to about 13% of all their male patients. It's very real. In the provincial cities, about 3% or 4% of all our men with gonorrhea are homosexual.

QUESTION: You have been quoted saying that more venereal disease is coming from rural areas as distinct from the large cities. Why is this?

DR. MORTON: This is part of the spread of changing patterns of behaviour. What the big city boys did last year the peasants do this year. These patterns of behaviour spread very rapidly nowadays, with communication, more cars, the influences of advertising, radio, television, whatever.

QUESTION: You also have mentioned that prosperity came to Britain in

1955, as well as other less beneficial effects. Why have you singled out this particular date? And why have prosperity and VD gone hand-in-hand?

DR. MORTON: I think it's true that prosperity began here in 1955. Prosperity means having more money to spend, more leisure. People become more out-going in their habits. They take holidays abroad. They drink more alcohol. They break down their own inhibitions. All sorts of attitudes change, and so we have this term "the permissive society." In this particular context, it refers to permissiveness in sexual activity. And the impact of this permissive society has been much more marked in our women-folk than in our men.

QUESTION: Why are more women involved in this?

DR. MORTON: Because they're the ones who said, "No." And now they don't.

QUESTION: How serious is the frequency of venereal disease in Britain today? How does it compare with other diseases?

DR. MORTON: In this period you mentioned, 1955, gonorrhea was the sixth commonest infection reported by our Chief Medical Officer. It has gradually crept up the league table, and is now second, after measles. And if measles immunization is as successful as people hope, gonorrhea will become the commonest infection reported in this country by our Chief Medical Officer.

QUESTION: It will be the number one disease?

DR. MORTON: Indeed so!

QUESTION: What is the frequency of trichomoniasis?

DR. MORTON: Oh yes, this is a very common condition—probably about a million to a million-and-a-half of

the women in this country harbour the parasite that causes this condition. Not all these women have symptoms, but many of them do. And many of them are liable to develop symptoms, and to pass the infecting germ on to their sexual partners. And remember, we have about ten million women in the sexually active years.

QUESTION: So it's one in ten?

DR. MORTON: One in ten.

QUESTION: What effect does venereal disease have on unborn children?

DR. MORTON: Syphilis, of course, is a disease, the germs of which, if the woman suffering from it becomes pregnant, she may pass on to an unborn child. The infection may destroy the child. The child may be born diseased, and liable to blindness and deafness. Gonorrhea—the child may be infected at the time of its birth. It gets the germs in its eyes. Nowadays we can cure that, but in times gone by, it was a very common cause of blindness in this country.

QUESTION: One last question, What effect does VD have on society and on the person?

DR. MORTON: VD shows the way that people think, and shows the way that people behave. These increases in infection do not show British people at their best by any means. As far as the individual is concerned, many of those who develop infection—especially the person who has casual intercourse—are always surprised that it has happened to them. We have a great educational programme to get through here to make people realise that if they have casual intercourse, and if they become promiscuous, they will, sooner or later, get infected. These diseases are now very common. Of our girls aged 15-19, something like one in 440 was infected a couple of years ago. Now the tendency is for this to increase as the years go by.

RADIO LOG

"The WORLD TOMORROW"

MAJOR STATIONS

East

WOR — New York — 710 kc., 11:30 p.m. Sun.
WHN — New York — 1050 kc., 11:30 p.m. Sun.
WHAM — Rochester — 1180 kc., 11:30 p.m. Mon.-Fri., 10:30 a.m. Sun.
WWVA — Wheeling, W. Va. — 1170 kc., 98.7 FM, 5 a.m. and 8:30 p.m. Mon.-Fri., 10:30 a.m., 8:30 p.m. Sun.
WRKO — Boston — 680 kc., 6:30 a.m. Sun. (WROR 98.5 FM, 8 a.m. Sun.)
WBAL — Baltimore — 1090 kc., 8:30 a.m. Sun.
WRVA — Richmond — 1140 kc., 10 p.m. Mon.-Sat., 10:30 p.m. Sun.
WPTF — Raleigh, N. C. — 680 kc., 94.7 FM, 1:30 & 10:30 p.m. Mon.-Sat., 9:30 a.m. Sun.
WBT — Charlotte, N. C. — 1110 kc., 8 p.m. Mon.-Fri., 11:05 p.m. Sun.

Central States

WLAC — Nashville — 1510 kc., 5 a.m. Mon.-Sat., 7 p.m. daily, 6:30 a.m. Sun.
WSM — Nashville — 650 kc., 9 p.m. Sun.
WCKY — Cincinnati — 1530 kc., 5 a.m. Mon.-Fri., 5:30 a.m. Sat., 12 midnight Tues.-Sun., 7, 9:30 p.m. Sun.
WLW — Cincinnati — 700 kc., 7 a.m. and 11:05 p.m. Sun.
WJJD — Chicago — 1160 kc., 11 a.m. Sun.
WISN — Milwaukee, Wis. — 1130 kc., 10:30 p.m. Sun.-Fri., 9 a.m. Sun., 97.3 FM, 8 p.m. daily.
KSTP — Minneapolis-St. Paul — 1500 kc., 5 a.m. Mon.-Sat., 8 a.m. Sun.
KXEL — Waterloo — 1540 kc., 9:30 p.m. Mon.-Sat., 8 p.m. Sun.
KRVN — Lexington, Nebr. — 880 kc., 3 p.m. Mon.-Sat., 10:30 a.m. Sun.
KXEN — St. Louis — 1010 kc., 7:15 a.m. & 12 noon Mon.-Sat., 10:30 a.m. & 4 p.m. Sun.

South

KRLD — Dallas — 1080 kc., 8:10 p.m. daily.
WFAA — Dallas — 820 kc., 10:45 p.m. Mon.-Sat.
KTRH — Houston — 740 kc., 7:30 p.m. Sun.-Fri.
WOAI — San Antonio — 1200 kc., 5 a.m. Mon.-Sat., 10:05 p.m. Sun.
KWKH — Shreveport — 1130 kc., 1 p.m. & 9:30 p.m. Mon.-Fri., 11:30 a.m. & 11:30 p.m. Sat., 10:30 a.m. & 9:30 p.m. Sun.
WNOE — New Orleans — 1060 kc., 9:30 a.m. Sun.
KAAY — Little Rock — 1090 kc., 5:15 a.m., 7:30 p.m. Mon.-Sat., 9:30 a.m., 7:30 p.m. Sun.
WGUN — Atlanta — 1010 kc., 11 a.m. Mon.-Sat., 4 p.m. Sun.
WAPI — Birmingham — 1070 kc., 10 a.m. Sun.
WMOO — Mobile — 1550 kc., 7 a.m. Mon.-Sat., 10:30 a.m. Sun.
WINQ — Tampa — 1010 kc., 12 noon Mon.-Fri., 12:10 p.m. Sat., Sun. (CST)

*Asterisk indicates new station or time change.

KRMG — Tulsa — 740 kc., 10 a.m. Sun.
XEG — 1050 kc., 9:30 p.m. daily.

Mountain States

KOA — Denver — 850 kc., 9:30 a.m. Sun.
KSW — Roswell, N. Mex. — 1020 kc., 6:30 a.m. daily.
KSL — Salt Lake City — 1160 kc., 5:30 a.m., 11:15 p.m. daily.
XELO — 800 kc., 8 p.m. daily. (MST)

West Coast

KIRO — Seattle — 710 kc., 10:30 p.m. Mon.-Fri., 5:30 a.m. Mon.-Sat.
KRAK — Sacramento — 1140 kc., 9 p.m. daily.
*KFAX — San Francisco — 1100 kc., 12:30 p.m. Mon.-Sat., 10 a.m. Sun.
KFI — Los Angeles — 640 kc., 9 p.m. Sun.
KGBS — Los Angeles — 1020 kc., 97.0 FM, 6:05 a.m. Mon.-Sat., 10 a.m. Sun.
XERB — Lower Calif. — 1090 kc., 7 p.m. daily.

LEADING LOCAL-AREA STATIONS

East

WBMD — Baltimore — 750 kc., 12:30 p.m. daily.
WRCP — Philadelphia — 1540 kc., 12 noon daily.
WPIT — Pittsburgh — 730 kc., 101.5 FM, 12 noon Mon.-Fri., 1:30 p.m. Sat., 11 a.m. Sun.
WEDO — Pittsburgh — 810 kc., 7:30 a.m. Mon.-Sat.
WHP — Harrisburg, Pa. — 580 kc., 7:30 p.m. daily.
WSAN — Allentown, Pa. — 1470 kc., 6:05 p.m. Mon.-Fri., 7:05 p.m. Sat., 8:30 p.m. Sun.
WSCR — Scranton, Pa. — 1320 kc., 12:30 & 6:30 p.m. daily.
WBRE — Wilkes-Barre Pa. — 1340 kc., 98.5 FM, 12:30 p.m. daily.
WCHS — Charleston, W. Va. — 580 kc., 7:00 p.m. daily.
WCAW — Charleston, W. Va. — 680 kc., 12 noon daily.
WVHY — Huntington, W. Va. — 1470 kc., 12:30 p.m. Mon.-Sat., 10 a.m. Sun.
WTVR — Richmond, Va. — 1380 kc., 7 p.m. daily.
WCYB — Bristol, Va. — 690 kc., 12:30 p.m. daily.
WLOS — Asheville, N. C. — 1380 kc., 99.9 FM, 6:30 p.m. Mon.-Sat., 12 noon Sun.
WPAQ — Mount Airy, N. C. — 740 kc., 1:05 p.m. Mon.-Sat., 9:30 a.m. Sun.
WFNC — Fayetteville, N. C. — 940 kc., 98.1 FM, 1 p.m. daily.
WNCT — Greenville, N. C. — 1070 kc., 9 p.m. daily.
WVNI — Newark, N. J. — 620 kc., 6 a.m. Mon.-Sat.
WEVD — New York — 1330 kc., 97.9 FM, 10 p.m. daily.
WBNX — New York — 1380 kc., 9:15 a.m. Sun. (in Spanish).
WOKO — Albany, N. Y. — 1460 kc., 6:30 p.m. daily.
WIBX — Utica, N. Y. — 950 kc., 7:30 p.m. daily.

WWOL — Buffalo, N.Y. — 1120 kc., 4 p.m. Sat., 10 a.m. Sun.
WHLD — Niagara Falls, N.Y. — 1270 kc., 98.5 FM, 12:30 p.m. Mon.-Sat., 1:30 p.m. Sun.
WVNH — Rochester, N. H. — 930 kc., 7 p.m. Mon.-Sat., 9 a.m. Sun.
WDEV — Waterbury, Vt. — 550 kc., 6:30 p.m. Mon.-Sat., 8 p.m. Sun.
WPOR — Portland, Me. — 1490 kc., 9 a.m. Sun.
WCSH — Portland, Me. — 970 kc., 6:30 p.m. Mon.-Sat., 7:30 p.m. Sun.
WCOU — Lewiston, Me. — 1240 kc., 9:30 p.m. Sun.
WLBZ — Bangor, Me. — 620 kc., 6:30 p.m. Mon.-Sat., 7:30 p.m. Sun.
WRYT — Boston — 950 kc., 6 a.m. Mon.-Fri., 12:30 p.m. Mon.-Sat., 12 noon Sun.
WMAS — Springfield, Mass. — 1450 kc., 94.7 FM, 6:30 p.m. Sun.
WACE — Chicopee, Mass. — 730 kc., 12:30 p.m. daily.
WJAR — Providence, R. I. — 920 kc., 6:30 p.m. daily.
WNLC — New London, Conn. — 1510 kc., 8:30 p.m. Sun.

Central

WSPD — Toledo, Ohio — 1370 kc., 9:05 p.m. Mon.-Sat., 9 p.m. Sun.
WERE — Cleveland — 1300 kc., 10:30 p.m. daily.
WSLR — Akron, Ohio — 1350 kc., 8 p.m. daily.
WFMJ — Youngstown, Ohio — 1390 kc., 10:30 p.m. daily.
WBNS — Columbus, Ohio — 1460 kc., 8:30 p.m. daily.
WBRJ — Marietta, Ohio — 910 kc., 12:30 p.m. daily.
WCLU — Cincinnati — 1320 kc., 12 noon daily.
WBCK — Battle Creek, Mich. — 930 kc., 7 p.m. Mon.-Fri., 12:30 p.m. Sat., Sun.
WKMF — Flint, Mich. — 1470 kc., 6:30 p.m. daily.
*WBCM — Bay City, Mich. — 1440 kc., 6:30 p.m. daily.
WDBC — Escanaba, Mich. — 680 kc., 6 a.m. Mon.-Sat.
WJPD — Ishpeming, Mich. — 1240 kc., 6:30 p.m. daily.
KWKY — Des Moines, Iowa — 1150 kc., 12:30 p.m., 9:30 p.m. daily.
WMT — Cedar Rapids — 600 kc., 11:30 a.m. Sun.
KMA — Shenandoah, Ia. — 960 kc., 8:30 p.m. daily.
WOC — Davenport, Ia. — 1420 kc., 10 p.m. daily.
KGLO — Mason City, Ia. — 1300 kc., 6:30 p.m. Mon.-Sat., 7:30 p.m. Sun.
KOZN — Omaha, Nebr. — 660 kc., 12:20 p.m. Mon.-Sat., 12:30 p.m. Sun.
KMMJ — Grand Island, Nebr. — 750 kc., 4 p.m. daily.
KSOO — Sioux Falls, S. Dak. — 1140 kc., 6:45 p.m. daily.
WNAX — Yankton, S. Dak. — 570 kc., 7:30 p.m. daily.
KFYR — Bismarck, N. Dak. — 550 kc., 7 p.m. daily.

(Continued on next page)

RADIO LOG

"The WORLD TOMORROW"

KFGO — Fargo, N. Dak. — 790 kc., 7 p.m. Mon.-Fri., 7:10 p.m. Sat. & Sun.
 WEAU — Chicago — 1330 kc., 8 a.m. & 12:15 p.m. Mon.-Sat., 9:30 a.m. Sun. (105.1 FM, 7 a.m. Mon.-Sat., 8 p.m. Sun.)
 WJOL — Joliet, Ill. — 1340 kc., 9:30 p.m. daily.
 WXCL — Peoria — 1350 kc., 7:05 p.m. daily.
 WITY — Danville, Ill. — 980 kc., 7 p.m. daily.
 WWCA — Gary, Ind. — 1270 kc., 6:30 p.m. Mon.-Sat., 4 p.m. Sun.
 WSBT — South Bend — 960 kc., 9 p.m. daily.
 WJOB — Hammond, Ind. — 1230 kc., 7 p.m. Mon.-Sat., 6:30 p.m. Sun.
 WIBC — Indianapolis — 1070 kc., 9:30 p.m. Sun.
 WGBF — Evansville, Ind. — 1280 kc., 6 p.m. Mon.-Sat., 9:30 a.m. Sun.
 KLIK — Jefferson City, Mo. — 950 kc., 1 p.m. daily.
 KFVS — Cape Girardeau, Mo. — 960 kc., 7 a.m. Mon.-Sat., 9:15 a.m. & 7:30 p.m. Sun.
 KWTO — Springfield, Mo. — 560 kc., 6:30 p.m. daily.
 KFEQ — St. Joseph, Mo. — 680 kc., 7 p.m. daily.
 KUDL — Kansas City, Mo. — 1380 kc., 5:40 a.m. Mon.-Sat., 8:30 a.m. & 11 p.m. Sun.
 WIBW — Topeka, Kans. — 580 kc., 9:30 p.m. Mon.-Sat., 9 a.m. Sun.
 KFH — Wichita, Kans. — 1330 kc., 100.3 FM, 6:30 p.m. Mon.-Sat., 9:30 a.m. Sun.
 KBEA — Mission, Kans. — 1480 kc., 7 p.m. daily.
 KGGF — Coffeyville, Kans. — 690 kc., 6 p.m. daily.
 KUPK — Garden City, Kans. — 1050 kc., 97.3 FM, 12:30 p.m. Mon.-Sat., 12:15 p.m. Sun.
 KXXX — Colby, Kans. — 790 kc., 8:30 a.m. Mon.-Sat., 11:30 a.m. Sun.
 KQRS — Minneapolis — 1440 kc., 8:30 p.m. daily.
 WEBC — Duluth, Minn. — 560 kc., 6:30 p.m. daily.
 WIBA — Madison, Wis. — 1310 kc., 7:05 p.m. Mon.-Fri., 6:05 p.m. Sat., Sun.
 WYLO — Milwaukee, Wis. — 540 kc., 12:30 p.m. Mon.-Sat., 10 a.m. Sun.
 WNFL — Green Bay — 1440 kc., 6:30 p.m. Mon.-Sat., 5 p.m. Sun.
 WSAU — Wausau, Wis. — 550 kc., 7 p.m. daily.
 WCOW — Sparta, Wis. — 1290 kc., 6:30 a.m. Mon.-Sat., 10 a.m. Sun.

South

KEES — Gladewater, Tex. — 1430 kc., 12 noon daily.
 KTBB — Tyler, Tex. — 600 kc., 12 noon daily.
 KLVI — Beaumont, Tex. — 560 kc., 6:30 p.m. daily.
 KTBC — Austin — 590 kc., 5:30 a.m. Mon.-Sat., 9:30 a.m. Sun.
 KMAC — San Antonio — 630 kc., 7:15 a.m. Mon.-Sat., 9 a.m. Sun.
 KCTA — Corpus Christi, Tex. — 1030 kc., 12:30 p.m. Mon.-Fri., 4:30 p.m. Sat., 2 p.m. Sun.

KTLU — Rusk, Tex. — 1580 kc., 1 p.m. Sun.
 KMIL — Cameron, Tex. — 1330 kc., 12:30 p.m. Mon.-Sat., 5:30 p.m. Sun.
 XEWG — El Paso — 1240 kc., 9 a.m. Sun. (in Spanish).
 KWEL — Midland, Tex. — 1600 kc., 5:30 p.m. daily.
 KNIT — Abilene, Tex. — 1280 kc., 8:15 p.m. Mon.-Sat., 8 a.m. Sun.
 KFYO — Lubbock, Tex. — 790 kc., 11:30 a.m. Mon.-Sat.
 KGNC — Amarillo — 710 kc., 7 p.m. daily.
 KCTX — Childress, Tex. — 1500 kc., 11:30 a.m. Mon.-Fri., 12:15 p.m. Sat., 2 p.m. Sun.
 KWFT — Wichita Falls — 620 kc., 8:30 a.m. Mon.-Sat., 4:30 p.m. Sun.
 KFMJ — Tulsa — 1050 kc., 12 noon daily.
 KBYE — Oklahoma City — 890 kc., 12:30 p.m. Mon.-Sat., 10:30 a.m. Sun.
 KSIW — Woodward, Okla. — 1450 kc., 1 p.m. daily.
 KBHS — Hot Springs, Ark. — 590 kc., 6:30 p.m. daily.
 WWOM — New Orleans, La. — 600 kc., 95.8 FM, 12:15 p.m. daily.
 KWAM — Memphis — 990 kc., 11 a.m. Mon.-Sat., 10 a.m. Sun.
 WMQM — Memphis — 1480 kc., 12:30 p.m. Mon.-Sat., 1 p.m. Sun.
 WHBQ — Memphis — 560 kc., 9 a.m. Sun.
 WFWL — Camden, Tenn. — 1220 kc., 2 p.m. Sun.
 WDEF — Chattanooga — 1370 kc., 92.3 FM, 7:30 p.m. daily.
 WKXV — Knoxville — 900 kc., 12 noon daily.
 WBRC — Birmingham — 960 kc., 106.9 FM, 7:30 p.m. daily.
 WYDE — Birmingham — 850 kc., 7 p.m. Mon.-Sat., 9:30 a.m. Sun.
 WAAX — Gadsden, Ala. — 570 kc., 12:30 p.m. Mon.-Sat., 12 noon Sun.
 WCOV — Montgomery — 1170 kc., 6:30 p.m. daily.
 WMEN — Tallahassee — 1330 kc., 8:30 a.m. Mon.-Sat., 10:30 a.m. Sun.
 WFLA — Tampa — 970 kc., 7:05 p.m. daily.
 WINZ — Miami — 940 kc., 7 p.m. daily.
 WGBS — Miami — 710 kc., 9 a.m. Sun.
 WFAB — Miami — 990 kc., 9 a.m. Sun. (in Spanish).
 WFIW — Kissimmee, Fla. — 1080 kc., 7:30 a.m. Mon.-Sat., 12:30 p.m. Sun.
 WBIX — Jacksonville, Fla. — 1010 kc., 12:30 p.m. daily.
 WEAS — Savannah, Ga. — 900 kc., 12 noon daily.
 WMGA — Moultrie, Ga. — 1130 kc., 6:30 p.m. Mon.-Sat., 5:30 p.m. Sun.
 WCSC — Charleston, S. C. — 1390 kc., 7:15 p.m. Mon.-Sat., 6:30 p.m. Sun.
 WKSC — Kershaw, S. C. — 1300 kc., 1:15 p.m. Sun.
 WLAP — Lexington, Ky. — 6:30 kc., 7 p.m. Mon.-Sat., 10:30 a.m. Sun.
 WKYX — Paducah, Ky. — 570 kc., 12:30 p.m. daily.

Mountain States

KASA — Phoenix — 1540 kc., 12:30 p.m. daily.

KCUB — Tucson — 1290 kc., 6 a.m. Mon.-Sat., 9:30 a.m. Sun.
 KTUC — Tucson — 1400 kc., 8 p.m. daily.
 KYUM — Yuma, Ariz. — 560 kc., 6:30 a.m. Mon.-Sat., 2 p.m. Sun.
 KCLS — Flagstaff, Ariz. — 600 kc., 12:30 p.m. daily.
 KGGM — Albuquerque — 610 kc., 6:30 p.m. daily.
 KLZ — Denver — 560 kc., 106.7 FM, 7:15 p.m. daily.
 KREX — Grand Junction, Colo. — 920 kc., 8 p.m. daily.
 KTWO — Casper, Wyo. — 1030 kc., 6:05 p.m. daily.
 KMOR — Salt Lake City — 1230 kc., 6:35 a.m. Mon.-Sat., 9 a.m. Sun.
 KBET — Reno — 1340 kc., 6:30 p.m. daily.
 KIDO — Boise, Idaho — 630 kc., 7:05 p.m. daily.
 KBOI — Boise — 670 kc., 6:30 p.m. daily.
 KTFI — Twin Falls, Idaho — 1270 kc., 7:05 p.m. daily.
 KSEI — Pocatello, Idaho — 930 kc., 8 p.m. daily.
 KMON — Great Falls, Mont. — 560 kc., 6:30 p.m. Mon.-Sat., 8 p.m. Sun.
 KOFI — Kalispell, Mont. — 1180 kc., 6:30 p.m. daily.

West Coast

KHQ — Spokane — 590 kc., 8:05 p.m. daily.
 KEPR — Pasco, Wash. — 610 kc., 7 p.m. daily.
 KIMA — Yakima, Wash. — 1460 kc., 6:30 p.m. daily.
 KVI — Seattle — 570 kc., 8 a.m. Sun.
 KBLE — Seattle — 1050 kc., 12 noon daily.
 KTW — Seattle — 1250 kc., 102.5 FM, 7:15 a.m. Mon.-Sat., 10 a.m. Sun.
 KMO — Tacoma, Wash. — 1360 kc., 8:30 p.m. daily.
 KARI — Bellingham — 550 kc., 6:30 p.m. daily.
 KWJJ — Portland — 1080 kc., 9 p.m. Mon.-Sat., 10 p.m. Sun.
 KLIQ — Portland — 1290 kc., 92.3 FM, 7:30 a.m. Mon.-Sat., 1 p.m. Sun.
 KEX — Portland — 1190 kc., 9 a.m. Sun.
 KGAY — Salem — 1430 kc., 6:30 a.m. Mon.-Sat., 9 a.m. Sun.
 KUGN — Eugene — 590 kc., 7 p.m. daily.
 KUMA — Pendleton, Ore. — 1290 kc., 6:30 p.m. daily.
 KYJC — Medford, Ore. — 1230 kc., 6:30 p.m. daily.
 *KWIN — Ashland, Ore. — 580 kc., 7:30 a.m. daily.
 KAGO — Klamath Falls, Ore. — 1150 kc., 6:30 p.m. daily.
 KSAY — San Francisco — 1010 kc., 6:15 p.m. Mon.-Sat., 8:30 a.m. Sun.
 KFRC — San Francisco — 610 kc., 106.1 FM, 7 a.m. Sun.
 *KKHI — San Francisco — 1550 kc., 6 a.m. Mon.-Sat., 8 a.m. Sun.
 KTRT — Truckee, Calif. — 1400 kc., 12:30 p.m. daily.
 KFIV — Modesto — 1360 kc., 7:30 p.m. daily.
 KTOU — Salinas — 1380 kc., 7 p.m. daily.
 KBIF — Fresno — 900 kc., 7:30 a.m. Mon.-Fri., 4 p.m. Sat., 10 a.m. Sun.

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RADIO LOG

"The WORLD TOMORROW"

KNGS — Hanford, Calif. — 620 kc., 10:30 p.m. daily.
 KCHJ — Delano, Calif. — 1010 kc., 7:30 a.m. Mon.-Sat., 8 a.m. Sun.
 KGEE — Bakersfield — 1230 kc., 5 p.m. daily.
 KVEC — San Luis Obispo, Calif. — 920 kc., 7 p.m. daily.
 KDB — Santa Barbara — 1490 kc., 93.7 FM, 7 p.m. daily.
 KRKD — Los Angeles — 1150 kc., 96.3 FM, 7:05 p.m. daily, 9:30 a.m. Sun.
 KTYM — Inglewood — 1460 kc., 12 noon Mon.-Fri.
 KFOX — Long Beach — 1280 kc., 9 p.m. Mon.-Sat., 9:35 p.m. Sun.
 KBIG — Los Angeles — 740 kc., 9:30 a.m. Sun.
 KACE — San Bernardino-Riverside — 1570 kc., 7:05 a.m. Mon.-Sat., 9:30 a.m. Sun.
 KCKC — San Bernardino — 1350 kc., 9 p.m. daily or before or after baseball.
 KMEN — San Bernardino — 1290 kc., 6 a.m. Sun.
 KOGO — San Diego — 600 kc., 8:30 p.m. Sun.
 XEMO — Tijuana — 860 kc., 6 p.m. daily.
 KALI — Los Angeles — 1430 kc., 4:45 p.m. Sun. (in Spanish).

Alaska & Hawaii

KFQD — Anchorage, Alaska — 750 kc., 7:30 p.m. daily.
 KFRB — Fairbanks — 900 kc., 6 p.m. daily.
 KNDI — Honolulu, Hawaii — 1270 kc., 6 a.m., 6 p.m. daily.
 KTRG — Honolulu, Hawaii — 990 kc., 5:30 p.m. Mon.-Sat., 12 noon Sun.

CANADA

VOCM — St. John's, Nfld. — 590 kc., 6:30 p.m. daily.
 CJCH — Halifax, N. S. — 920 kc., 10:30 p.m. Mon.-Sat., 10 p.m. Sun.
 CFBC — St. John, N.B. — 930 kc., 7 p.m. daily.
 CKCW — Moncton, N. B. — 1220 kc., 6 a.m. Mon.-Sat.
 CJEM — Edmundston, N. B. — 570 kc., 7:30 p.m. daily.
 CFMB — Montreal, Que. — 1410 kc., 6:30 a.m. Mon.-Sat., 1:30 p.m. Sun.
 CKOY — Ottawa, Ont. — 1310 kc., 5:30 a.m. Mon.-Sat.
 CJET — Smith Falls, Ont. — 630 kc., 7:30 p.m. Mon.-Sat., 10:30 a.m. Sun.
 CKWS — Kingston, Ont. — 960 kc., 8:30 p.m. Mon.-Fri., 9:30 p.m. Sat.
 CHEX — Peterborough, Ont. — 980 kc., 8:30 p.m. Mon.-Fri., 10:30 p.m. Sat.
 CKLB — Oshawa, Ont. — 1350 kc., 9:05 p.m. Mon.-Sat., 10:30 p.m. Sun.
 CKFH — Toronto, Ont. — 1430 kc., 6 a.m. Mon.-Sat., 10 a.m. Sun.
 CHIN — Toronto, Ont. — 1540 kc., 12:00 p.m. daily.
 CKPC — Brantford, Ont. — 1380 kc., 7 p.m. daily.
 CHLO — St. Thomas, Ont. — 680 kc., 6 a.m. Mon.-Sat., 2:30 p.m. Sun.
 CHYR — Leamington, Ont. — 5:30 a.m. daily at 730 kc., 6:30 p.m. daily at 710 kc.
 CFCH — North Bay, Ont. — 600 kc., 8:30 p.m. Mon.-Fri., 7 a.m. Sun.

CKSO — Sudbury, Ont. — 790 kc., 6 a.m. Mon.-Sat., 5:30 p.m. Sun.
 CKGB — Timmins, Ont. — 680 kc., 8:30 p.m. Mon.-Fri., 7 a.m. Sun.
 CJKL — Kirkland Lake, Ont. — 560 kc., 8:30 p.m. Mon.-Fri., 9:30 p.m. Sat.
 CKCY — Sault Ste. Marie, Ont. — 920 kc., 6:30 p.m. daily.
 CJNR — Elliot Lake, Ont. — 1340 kc., 6:30 p.m. daily.
 CJNR — Blind River, Ont. — 730 kc., 6:30 p.m. daily.
 CJLX — Fort William, Ont. — 800 kc., 7:30 p.m. Mon.-Sat., 6:25 p.m. Sun.
 CKY — Winnipeg, Man. — 580 kc., 5:30 a.m. Mon.-Sat., 7 a.m. Sun.
 CKDM — Dauphin, Man. — 730 kc., 6:30 p.m. daily.
 CKRM — Regina, Sask. — 980 kc., 8:30 p.m. daily.
 CHAB — Moose Jaw, Sask. — 800 kc., 8:30 p.m. Mon.-Sat., 11:05 p.m. Sun.
 CJGX — Yorkton, Sask. — 940 kc., 6:30 p.m. daily.
 CFQC — Saskatoon, Sask. — 600 kc., 8:30 p.m. daily.
 CJNB — North Battleford, Sask. — 1050 kc., 2:30 p.m. & 7:30 p.m. daily.
 CKBI — Prince Albert, Sask. — 900 kc., 7:30 p.m. Mon.-Fri., 8 p.m. Sat., 2 p.m. Sun.
 CKSA — Lloydminster, Sask.-Alta. — 1080 kc., 7 p.m. daily.
 CHED — Edmonton, Alta. — 630 kc., 5:30 a.m. Mon.-Sat., 9:30 a.m. Sun.
 CFCW — Camrose, Alta. — 790 kc., 8:30 p.m. Mon.-Sat., 2:30 p.m. Sun.
 CJDV — Drumheller, Alta. — 910 kc., 6 a.m. Mon.-Sat., 10:30 a.m. Sun.
 CHEC — Lethbridge, Alta. — 1090 kc., AM, 100.9 FM, 9 p.m. daily.
 CJYR — Edson, Alta. — 970 kc., 6:30 a.m. daily.
 CKYL — Peace River, Alta. — 610 kc., 6 a.m. Mon.-Sat., 7:30 p.m. Sun.
 CJVI — Victoria, B. C. — 900 kc., 8:30 p.m. Sun.-Fri.
 CKLG — Vancouver, B. C. — 730 kc., 99.3 FM, 6 a.m. Mon.-Sat., 7:30 a.m. Sun. AM, 6:30 a.m. Mon.-Fri. FM.
 CKOK — Penticton, B.C. — 800 kc., 8:30 p.m. Mon.-Sat., 7:30 p.m. Sun.
 CKOO — Oliver, B.C. — 1240 kc., 8:30 p.m. Mon.-Sat., 7:30 p.m. Sun.
 *CJAT — Trail, B. C. — 610 kc., 7 p.m. daily.
 *CHTK — Prince Rupert, B. C. — 560 kc., 7:30 p.m. daily.
 *CKTK — Kitimat, B. C. — 1230 kc., 7:30 p.m. daily.
 *CFTK — Terrace, B. C. — 590 kc., 7:30 p.m. daily.

In French —

CFMB — Montreal — 1410 kc., 5 p.m. Sat., Sun.
 CKJL — St. Jerome, Que. — 900 kc., 10:30 a.m. Sun.
 CKBL — Matane, Que. — 1250 kc., 10:45 a.m. Sat., Sun.
 CJSA — Ste. Agathe des Monts, Que. — 1230 kc., 6:30 p.m. Mon., Wed., Fri.

In Italian —

CFMB — Montreal — 1410 kc., 7:45 p.m. Sat.
 CHIN — Toronto — 1540 kc., 4:15 p.m. Sat.

EUROPE

In English —

MANX RADIO — 188 m. (1594 kc.) medium wave, 10:30 a.m., 7:30 p.m. Mon.-Sat., 2:45, 7:45 p.m. Sun.; 89 mc. VHF 7:30 p.m. Mon.-Sat., 7:45 p.m. Sun.

In Spanish

RADIO ESPAÑA — Madrid — 917 kc., 10:30 p.m. Wed.
 RADIO PANADES — Barcelona — 1106 kc., 7:25 p.m. Fri.
 RADIO MIRAMAR — Porto, Portugal — 782 kc., 10:30 p.m. Sat.

ASIA

Guam

RADIO GUAM — KUAM — 610 kc., 6 p.m. Sun.

Okinawa

RADIO OKINAWA — KSBK — 880 kc., 12:06 p.m. Sun.

CARIBBEAN AND LATIN AMERICA

In English —

ZBM 1 — Hamilton, Bermuda — 1235 kc., 8 p.m. Sun.
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Why **EAST EUROPE** *Looks West*

The signs throughout Eastern Europe are unmistakably clear — the Iron Curtain is rusting away. But why? Why did Romania's Ceausescu recently invite President Nixon, leader of the West, to visit his Communist country? What is happening on Russia's front doorstep?

by Raymond F. McNair

Bucharest, Romania

FEW in the West grasped the full import of Mr. Nixon's recent trip to Romania. Few realize the reason for the very warm reception which he received from the leaders and the common peoples of Romania.

The very fact that President Nixon was *invited* to Romania by Ceausescu, their Communist leader, is most significant. And the very fact that Mr. Nixon felt free to accept the invitation should wake us up.

Breakup of an Empire

It all adds up to the fact that Russia's grip over Eastern Europe is loosening!

If the idea of "*national socialism*" or "*national Communism*" hadn't already taken deep root within a number of East European nations, Mr. Nixon would never have been invited to Romania.

President Nixon would not have dared to accept an invitation which could have provoked the Russians into violent action against the Romanians.

President Nixon is a very well-informed man. He knows there is a strong movement toward nationalism or "*national Communism*" in Eastern Europe today.

Furthermore, Mr. Nixon knows the U. S. now has a number of things going in its favor.

The spectacular and successful moonwalk has caused America's prestige and popularity to soar moon-high in



the eyes of most nations of the world.

The world has been tremendously impressed by U. S. technological know-how. The world has also applauded America's openness in revealing to the whole world just what she was doing in her race toward the moon. The USSR always cloaks all her activities in utter secrecy.

Mr. Nixon was able to ride the tide of international admiration now being shown toward the U. S. because of her spectacular space accomplishment.

The U. S. President could even promise moon-rock to various national leaders on his world tour. Right now, moon-rock has much greater prestige value than pure gold!

Impact of Sino-Soviet Rift

Mr. Nixon is well aware that the USSR has been deeply worried by China's claim of vast stretches of Soviet territory. Soviet Russian leaders have had much to occupy their minds — apart from their usual mischief-making exportation of the Communist ideology to other nations. They have been, understandably, very eager to reach a detente — some kind of an accommodation or an understanding with the U. S. which would give them a free hand to deal with China.

And, on top of all this, Russian leaders have, in recent years, had their hands full trying to keep their unruly Communist offspring in Eastern Europe from leaving the Communist fold.

The 1956 uprising in Hungary proved *that* point.

The liberalizing moves which Czechoslovakia was making, just prior to Soviet military occupation in 1968, proved that the nations of Eastern Europe want to have a free hand to choose their national destinies. East Eu-

ropeans want to decide for themselves how to make communism work. And they wish to trade with whomsoever they please.

All of these trends toward nationalism in Eastern Europe are proving to be a deep worry to Soviet Russia.

The Red Army's military occupation of Czechoslovakia in 1968 showed just how strongly the Russians feel about the Communist satellites of Eastern Europe leaving the Communist fold. Soviet leaders felt they had no option but to check (even by force, if necessary) any movement toward Western democracy in Czechoslovakia.

Recently 1,900 delegates to Romania's Tenth Communist Party Congress approved a final resolution which clearly outlined Romania's independent policy — full sovereignty, non-interference in the internal affairs of others, equality of rights, peaceful coexistence.

A number of Romanian speakers made it clear that *no* foreign troops would be allowed to enter their country without the express consent of Romania's political and military authorities. The Soviet Union knows these warnings are aimed directly at Moscow.

What Russia Fears

Now it is painfully clear to the Soviets that while they have been orbiting satellites around the earth and moon, their own satellites in Eastern Europe (at least some of them) are about to slip out of the Russian orbit — gravitating toward Western Europe.

President Nixon's visit to Romania served to illustrate, painfully, this hard fact to the Russians. They now feel almost helpless to interfere in the internal affairs of that country, for they know this would demolish — once and for all — any trust which other satellites or other non-Communist nations might ever have toward Soviet Russia.

If Russia and her Warsaw Pact allies repeatedly have to "liberate" their own allies — then something is drastically wrong.

Already, there is a fierce struggle going on between Russia and China for control of world Communism.

Now the satellite nations of East Europe have a choice — can choose either the Russian or the Chinese brand of Communism. Or they can profess neutrality (as Romania has done) and play off both ends against the middle — thereby securing certain advantages from both the Russians and the Chinese.

And to complicate things still further, the nations west of the Iron Curtain have been able to provide a much higher standard of living for their peoples than any of the Communist nations have been able to provide.

A Calculated Risk

These are some of the present-day facts of life in East Europe which the Russians have to deal with daily. And it is these simple truths which made it possible for Romania's Ceausescu to invite President Nixon to pay a friendly visit to his country.

It is highly doubtful if Mr. Ceausescu would have invited Mr. Nixon to visit Romania — if he hadn't believed Russia would do nothing about it. Likewise, President Nixon would hardly have accepted the invitation had he thought this would have provoked the Russian bear to the point of occupying Romania.

Both Mr. Ceausescu and Mr. Nixon were, in fact, taking a calculated risk — fully thought out — which they felt would pay off handsomely should the Russian bear not be riled up enough to move against her satellite neighbour.

If Russia stands by and does nothing, then this will be a sure signal for other satellite countries to begin thumbing their noses at the Russians!

The most important point about Mr. Nixon's visit to Romania was its symbolic implication of East European nationalism.

Furthermore, Ceausescu has done nothing to blatantly provoke the Russians. He walks a tightrope — still professes to be a good Communist. He undoubtedly learned from the Russian intervention in Czechoslovakia that he must not go too far.

The Czechs now see they went too far too fast in their liberalization or their democratization. This alarmed Moscow



ROMANIA

MODERN APARTMENTS provide new skyline in Bucharest. Boulevard Balcescu, right, mingles old and new architecture.

Romania

VIEWS MODEL CITY — Tiberiu Riici, chief architect of Bucharest, left, shows visiting U. S. President Nixon over model of Tita Housing Development during visit. Romanian President Ceausescu has hand on table and Mrs. Nixon holds flowers.

Wide World Photo





and caused the Russian bear to lumber into Czechoslovakia.

So, the Romanians know they must play it cool — if they are to retain the measure of independence which they have. If they go too far and too fast — Soviet Russia will become alarmed and might incite the members of the Warsaw Pact countries to “liberate” Romania and to teach the Romanians to toe the Moscow line.

The Grand Design

Few are really aware that things in Eastern Europe are going exactly according to a master design. Few understand what that grand design — especially as it relates to events in the Balkan nations — really is.

Many would be shocked if they knew the real truth about the concerted effort to woo the Communist nations of Eastern Europe into the Western fold.

The Russians have, for years, believed that the West was trying every means within their power to attract the satellite nations of East Europe into their orbit.

The Russians have feared that West Germany especially would use this very means to attract some of the Balkan nations away from the Soviet sphere of influence. And, of course, Russian propaganda machines have been grinding away on this theme for years — saying that the West would try to subvert East Europe by driving economic, cultural and ideological wedges between the USSR and her satellites.

Europe's most powerful politician, Franz Josef Strauss (Finance Minister of West Germany) has revealed exactly how he believes East Europe can best be liberated — and how the two Germanys can once again be reunited.

Mr. Strauss knows that it will not be easy to ever sell the Russians on the idea

that the two Germanys should be reunited. The Russians still remember and fear what Germany did in World Wars I and II.

A few years ago I heard Russia's Kosygin repeatedly express his (and the USSR's) deep-seated fear of a strong, reunited Germany — especially if they ever got their finger on the nuclear trigger.

What does Herr Strauss have to say about the liberation of the nations of Eastern Europe? In his book, *The Grand Design*, he outlines precisely how he thinks East Europe can be freed from the yoke of Communism.

Let us closely examine a few of Strauss' statements from this book.

“If,” says Strauss, “a unified Germany can become a member of a European Federation, which keeps its doors open towards the East, the policy of which is neither dominated by Germany nor leaves Germany in a vacuum, this will deprive Germany of any opportunity to play off the East against the West or vice versa.”

Franz Josef Strauss believes the West can liberate East Europe from Russia's iron grip: “During this period we must attract the Eastern and Southeastern European nations more and more closely to Western Europe by cultural and economic ties, tourism, sporting events or any other suitable means. As far as economic co-operation is concerned, as I have said, we must be careful not to assist the Communist regimes to consolidate their power or to overcome too readily the weaknesses and deficiencies in their [Communist] system. . . . We must support the process of the slow dismantling of these Communist regimes and the adaptation of these Eastern European countries to the life and standards of Western Europe.”

Czechoslovakia tried to dismantle their Communist regime too quickly. It backfired.

Balkans as a Buffer

The Balkan nations (Romania, Yugoslavia, Bulgaria, Albania, Greece and European Turkey) should be made into a buffer zone according to Strauss: “It

must be our task now to create a belt between Russia and Western Europe, which might be called ‘buffer Europe,’ which is not under Russian domination and not under German domination. It could not become part of a European Federation [meaning a strong United States of Europe] in the immediate future, but this buffer Europe could furnish a satisfactory military guarantee to Russia if Western Europe had fully incorporated Germany.”

Herr Strauss then speaks of this European Federation as “exercising increasing influence and attraction on the Communist satellites. . . .”

He says: “This new European constellation would provide a powerful attraction to those countries which at present lie between Western Europe and the Soviet Union. We cannot expect to incorporate them in the immediately foreseeable future into a European Federation or a United States of Europe. But it must be made possible for them to acquire the interim function of a buffer Europe.”

Mr. Strauss recognizes the tendency in Eastern Europe toward national Communism — or national socialism. “In each of the Eastern European countries a tendency towards what might be called ‘national Communism’ is emerging,” says Strauss.

Then Herr Strauss goes on to spell out his ideas with greater clarity: “What we must establish is the right of any European to the home of his choice in a free and united Europe under the rule of law, stretching from the Atlantic to the River Bug and the Black Sea.” (Romania borders the Black Sea.)

Strauss then drives his point home by stating that Eastern Europe can only be liberated through the instrumentality of a United States of Europe.

“The only way for Eastern Europeans to regain their freedom is to construct a strong and unified Western Europe, where every citizen enjoys freedom of movement [no more Iron Curtain!] and a free choice of where to work and live. In a United States of Europe, the Soviet tyranny over Eastern Europe would be lifted and every free citizen — be he a



Wide World Photo

AIRPORT FAREWELL — Leaving Romania after unprecedented visit for an American President, Richard Nixon throws arm around shoulder of Romanian President Nicolae Ceausescu in final airport handshake.

Pole, a Belgian, a German, an Italian or a Czechoslovakian — would be able to take up residence where he chose, whether it was where his ancestors lived or where the fancy took him."

Franz Josef Strauss then concluded by saying that he would "support" the idea of establishing "better relationships with the Communist countries in order to loosen the Russian hold on the satellites and attract them again to the West."

Another noted advocate of a strong federal Europe (a U. S. of Europe) and of liberating the Balkans is Otto von Hapsburg, heir to the famous Hapsburg throne which once ruled the *Holy Roman Empire*.

In his book, *The Social Order of Tomorrow*, Otto von Hapsburg makes the following significant statements:

"We must therefore stress from the beginning that, by Europe, we mean the continent in its entirety. This will in-

volve the reintegration of the territories of which we were deprived by the treaties of Teheran and Yalta. That is the goal towards which we must work."

He then mentions that the present situation in Europe cannot forever remain as it is. "Even in the atomic age, our security will demand the liberation of the Balkans and the territories bounded by the Carpathian mountains from extra-European influences."

East Europe Is Slipping

What, then, is the real significance of President Nixon's visit to Romania?

Mr. Nixon's visit to tiny Romania (about the size of the state of Oregon) with only about 19 million inhabitants is significant in that it clearly demonstrated that the USSR is losing its grip over that Communist nation.

The USSR fears "national Communism" or "national socialism" — and that is precisely what is developing in a

number of East European and Balkan countries.

For many years now, *The WORLD TOMORROW* programme and *The PLAIN TRUTH* magazine have been telling the world that some of the Eastern European nations would come out from the clutches of Soviet Russia.

Through *The WORLD TOMORROW* and *The PLAIN TRUTH* we have continually shown that a full-fledged United States of Europe is soon destined to rear its head. This power bloc will eventually become stronger than either the U. S. or Russia.

Lately, a number of writers or news reporters have spoken of the possibility of the present Common Market being enlarged from six to ten.

It is therefore very evident that this soon-coming 10-nation United States of Europe (for which Strauss and others are campaigning day and night) would have to include one or more of the Eastern European nations.

Another key to assist revealing which nations will form the ten nations to ultimately make up the United States of Europe is that they will be religiously united — as during the days of the Holy Roman Empire.

Iron Curtain Continues to Rust

The Iron Curtain has, for years, been rusting away. It is now crumbling. Some of the Eastern European nations may join with the Common Market nations to form a United States of Europe of ten nations — which will have its own nuclear weapons — and will use them!

This frightening possibility strikes panic in the Soviet Union. Even the U. S. looks upon this possibility as a "calculated risk."

You need to watch events in Eastern Europe. Russia's satellites are restless. Some are destined to throw off the Soviet yoke, and turn toward Western Europe — in the very near future!

To understand exactly how events in Europe will shape up in the near future, request our free book, *The United States and British Commonwealth in Prophecy*. It will open your eyes to information you probably have never seen before!

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
2611 26th Street
Sacramento, California
95818



August 26, 1969

The rate of carnage on our highways has become a social and economic problem of such magnitude that every man, woman and child has, in some way, been grossly affected. The effects of traffic accidents cannot be totally portrayed in statistics or plotted graphically. How does one pictorially demonstrate all the effects of a highway death on an orphaned child or widowed spouse? Indeed, traffic safety must achieve a roll of greater importance in the lives of all who are exposed to the hazards of the highways.


For many years traffic safety experts have embraced the concept of the 3 E's, Engineering, Enforcement, and Education, in combatting traffic accidents. Despite the progress made through the use of this concept, traffic deaths have continued to rise. We, who have been engaged in traffic law enforcement for many years believe that an inherent factor in traffic accidents is that of driver attitude.

Engineering can provide safe automobiles and super highways, law enforcement can patrol the highways, and driver training and education programs can teach us how to be safe drivers, but until we develop attitudes conducive to the prevention of accidents, we will remain vulnerable to death and injury. Each motorist and pedestrian must endeavor to develop positive attitudes towards safety on the highway. As individuals, we must "become involved" in the desire for safer travel.

This article illustrates the problems confronting the professionals in highway safety. In addition, it provides vital information for you the driver by providing positive steps for safe driving.

Through the combined efforts of engineering, enforcement, and education, coupled with attitudes directed toward individual driver responsibility, the ever-rising death toll on our highways may be diminished.

A handwritten signature in dark ink, appearing to read "H. W. Sullivan", is written over the printed name and title.
H. W. SULLIVAN
Commissioner



DEATH RIDES THE HIGH ROAD

Conn — Ambassador College Photo

By September, 1970, statistics indicate at least 65,000 presently active human beings will be dead — in traffic accidents in the U.S. and Canada alone. Another 5 million will be injured. You could be any one of them.

by Robert Kuhn
in cooperation with the California Highway Patrol

WE ARE not trying to be sensational. But we do want to shock you. Shock you into thinking about your driving.

Some months ago a national magazine published the pictures of 250 or so men who had been killed in one week in Vietnam. It was sobering to gaze at those zestful, living faces — all now dead.

Suppose we published the pictures of the more than 1200 who statistically will have been killed in automobile accidents by this same time next week? We would need two full issues of *The PLAIN TRUTH* utilizing all 52 pages in each, just for their pictures! Included would be newlyweds, expectant mothers, parents, young children, teen-agers, college students, elderly, and whole families!

It would be as sobering as strolling through a morgue or viewing tombstones in a graveyard.

Anatomy of an Accident

Picture yourself, for the moment, in the following situation. You are doing the driving.

Bumper-to-bumper traffic, a 15-minute delay — and you and your wife were already 25 minutes late starting out. Your mind begins to whirl — what excuse will sound the best to your boss? He had said that this dinner was important — and he's always picky about punctuality. Now — a break in the traffic. You are soon barreling along at 55 miles per hour.

A fine rain begins to fall. Should you slow down? No — this is a good road, the speed limit is 50. Anyway, you're

almost there. You wish your wife would be quiet. Who cares about how her makeup looks... Your boss's face fills your mind... Uh, oh, where's your wallet? In the other suit. Your heart-beat quickens. You reach for your handkerchief to wipe your face just as your wife insists you slow down. You quickly respond by giving the accelerator an extra push — when suddenly an oncoming car skids out of control and swerves into your path. Instinctively, you turn sharply to the right, never seeing that solid, immovable tree.

You've had it! Collision! But it wasn't your fault, the other driver skidded, you turned to avoid him. Right? Dead right. And very dead.

What happened?

Take a look — in slow motion, full color and wide screen. Instantly upon

impact, the front bumper and chrome of the grillwork collapse. Slivers of steel penetrate the tree. The hood rises, crumples and smashes into the windshield. Spinning rear wheels become airborne. The fenders are driven into the tree, forcing their auto's rear parts

out over the front doors. *But it wasn't your fault, was it?*

You and your wife continue to move forward at the vehicle's original speed (developing 20 times the normal force of gravity, 3600 pounds for you, 2400 for your wife). Your legs ramrod

straight and snap like toothpicks at the knee joints. Your body is lifted off the seat (no time for seat belts tonight), torso upright, broken knees crushed against the dashboard. Your grasp on the steering wheel has convulsed into a terrible death-grip. The plastic and steel frame of the steering wheel buckles under the pressure. Simultaneously, the tendons and ligaments in your hands and wrists are stretched beyond their limits. Your head is now near the sun visor, heading on a tragic trajectory. Your chest is just above the steering column, about to be impaled. But it wasn't *your* fault.

It has been only 4/10 of a second since the impact. Your car's front 24 inches have been demolished and the rear end is *still* traveling at about 35 miles per hour, pummeling and compressing the rest of your car into its already accordion-pleated front end. Your body, still conscious, continues hurtling forward at 55 miles per hour. The half-ton motor block—that screaming monster which used to gratify your ego—crunches into the tree and is then driven backward, about to crush you like a raw egg in a vise. But it *really* wasn't your fault.

Your fear-frozen hands bend the steering column into an almost vertical position. The law of inertia impales you on the steering wheel. Bones are *shattered*, not broken. Jagged steel punctures lungs and intercostal arteries. Your lungs collapse. Your head shatters the windshield. The rear of your once shiny car begins its downward plunge, spinning wheels digging into the ground. But nobody will blame you.

The entire body of the car is twisted out of shape. Hinges tear, doors spring open. In one last convulsive crush, the seat rams forward and the massive engine bulldozes backward, cementing you against the cruelly cold steel of the steering shaft. Still, it wasn't your fault!

You are now dead. All this occurred in less than one second—7/10 of a second, to be exact.

Your wife, that lovely little girl whom you had once continuously dreamed about, has likewise been transformed unrecognizably. She had been sitting in the "death-seat," next to the driver. Almost immediately after im-

PANIC Preventers

What to do in an EMERGENCY situation

(1) YOUR BRAKES FAIL

Pump brakes. Coast in low gear, then use parking brake. On a hill—sideswipe the bank or head for a shallow ditch if available.

(2) YOU GO INTO A SKID

Take foot off gas. Never hit brakes, but pump them rapidly. Turn wheels *into*—not away from—the direction of a rear-end skid.

(3) YOUR ACCELERATOR STICKS

Try to pull the pedal up with your toe—not your hand. If unsuccessful, turn off ignition and apply brakes. But remember, with power off, steering and braking will be hard work in models with power steering and braking.

(4) YOUR HEADLIGHTS GO OUT

Hold a straight steering course and brake hard. Ease off road. Use flashlight to warn oncoming traffic.

(5) YOU HAVE A BLOWOUT

Keep a firm and steady grip on steering wheel since car will pull to one side (front tire out) or weave (back tire out). Don't slam brakes—brake smoothly.

(6) YOUR HOOD FLIES UP

Brake smoothly, ease off road. Use side windows for steering reference.

(7) YOUR POWER STEERING QUILTS

Learn what to expect by switching off ignition at slow speeds in a deserted area. It's work—like driving a truck with flat tires—but quite possible.

(8) YOU MUST STOP ON A HIGHWAY

Signal, slow down, pull off road. Leave front, rear, interior and emergency lights on in dusk, darkness or bad weather. If near traffic, get all persons out of car. Never block taillights. Raise hood, tie handkerchief to antenna.

(9) YOUR CAR CATCHES FIRE

Get jack handle from trunk and rip loose burning wires—don't touch! Smother wires with clothing. If fire is spreading, get away quick—gas tank will explode.

(10) YOU ARE ON A COLLISION COURSE

Your blood chills—a head-on crash looms. This is the worst road disaster. Keep your wits. Brake hard. Honk. Head for the right shoulder—give up the entire road. Go off road entirely—into a ditch if necessary—even a roll-over is better than the deadly head-on collision.

pact, she rocketed through the windshield as if shot from a cannon (seat belt lying idle — it would have wrinkled her dress). She is dead.

The police arrive. But it is hours before they can identify the car (which had subsequently burned). The bodies were beyond recognition. Though forewarned, one of the policemen, fresh from the academy, fainted. Decapitated, dismembered, burned bodies were too much for him. He'll have to get used to it. He's going to soon see hundreds more.

Your children had been allowed to "wait up" for Mommy and Daddy. They loved to do that. But this would become a long, horrible night for them — one which would be indelibly branded on their innocent memories. Who would tell them? And how? What will they think? One thing is sure. Your children will never be the same again. They will soon learn what life without parents is all about. They will have to grow up fending for themselves, personalities being progressively hardened by a cruel, parentless world. Your darling children are now orphans. Oh, yes, we almost forgot — it wasn't *your* fault!

What Was Your Reaction?

The human mind is funny. It "habituates" or "gets used to" things very quickly. The commonplace, no matter how tragic or traumatic, grows unimportant and unnoticed. A tornado killing 17 is front page news. But the average American Saturday, a "normal" 24-hour period, witnesses 230 dead on the highways — and no bulletins. The average week sees over 1000 take their final ride — and no headlines. "What else is new?" you ask.

Then consider!

In 1968, 55,300 thinking human beings died in U. S. auto accidents.

Don't just read "fifty-five thousand three hundred." Think of that one accident and see it repeated tens of thousands of times. Visualize the exploding mushroom of permanent personal tragedy.

DEAD: 3,800 children, 0-9, torn apart as cute tots, barely having lived and laughed.

DEAD: 9,800 youngsters, 10-19, cut

Ten Commandments of MOTORING

These Ten Commandments of Motoring are given in the booklet, "Road Craft" — The Police Driver's Manual, published in Britain.

1. Obey the traffic laws of the land. If you drive according to the vehicle or highway code, you will drive safely and well.
2. Concentrate on your driving and drive defensively. Never take it for granted that the other driver will do the right thing—Drive defensively.
3. Think before acting. Be alert — think about what you are doing while you are doing it.
4. Never tailgate. The cause of most accidents on freeways and expressways is tailgating — following too closely.
5. Drive with deliberation and overtake as quickly as possible. When in doubt, never pass.
6. Use speed intelligently and drive fast only in the right places. Don't drive too fast or too slow. A skilled driver never drives faster than the conditions of the road, traffic and weather permit.
7. Develop your car sense and reduce wear and tear to a minimum.
8. Use your horn thoughtfully; give proper signals; never black out headlights.
9. Be sure your car is road-worthy and know its capabilities. Keep your car maintained in good mechanical condition.
10. Perfect your road craft and acknowledge courtesies extended to you by other road users. Courtesy is an important factor in road safety.

off having just tasted the fruits of life.

DEAD: 16,500 young adults, 20-34, killed in the prime of life, leaving behind bereaved mates and orphaned children.

DEAD: 12,600 adults, 35-54, cut short at the height of their power, shattering families and organizations.

DEAD: 9,300 mature adults, 55-74, cut off at the pinnacle of their wisdom, depriving others of their experience, counsel and love.

DEAD: 3,300 elderly adults, 75 and up, careers ended when they should have been reaping the blessings of a full life.

It may seem incredible, but the number of Americans killed by automobiles (1,700,000) from 1900 to 1969 is more than the total number of Americans killed in every war from 1750 to 1969 — 1,115,000 — including the American Revolution, War of 1812, Civil War, Mexican War, Spanish-American War, World War I, World War II, Korea and Vietnam! A staggering one million, seven hundred thousand wasted lives sacrificed to the chrome-plated "highway god" in less than 70 years. By 1972 the number will have skyrocketed to an incredible 2,000,000! That should bother you, but it probably doesn't — and that's the problem.

Others are thought to be a bit luckier — they're "just" injured (although to gaze at the pained expression of burned faces and crushed bodies, one wonders who really is better off).

The pathetic fact is that more than 4,400,000 Americans are injured in automobile accidents every year (2,000,000 of whom are seriously disabled). That's about 10,000 per day, 450 per hour — almost 8 every minute!

Are Accidents "Accidents"?

The word "accident" is a convenient excuse. It absolves us from any responsibility — an "accident" happens all by itself! Sorry, that just isn't true.

Every "accident" has a cause. Laws have been broken. Penalties must be paid. The motorist is at fault or the car is defective — plain and simple. The overwhelming majority of all accidents (over 98%) could have been prevented

by safe defensive driving or proper automotive maintenance.

Most of us violate the traffic laws every day. Police officers say that for every citation given, 3,000 violations have been committed. We always complain about that one traffic ticket, but we are strangely silent about the 3,000 times we escaped.

Many people believe that traffic rules were made to be broken, that they were devised to inhibit "creative driving," to suppress "driving freedom," and to give the police a job catching violators. This kind of reasoning is characteristic of human nature.

Traffic regulations were designed by experts — men familiar with local conditions, men dedicated to preserving your life. The local policeman and highway patrolman put their own lives on the line by continuously traveling the roads — to serve no matter what the weather. Quite often they institute specific rules after witnessing a few deadly crashes at a particular spot.

So if you go ahead and break all the rules you want, you may not immediately get caught — but you're headed for a rectangular wooden box under six feet of freshly dug dirt.

Let's talk about speed limits. Are they made specifically for women — but well below the safe minimum for a "man" to drive? Are they there to make you late for Aunt Myrtle's family supper? Or, on the contrary, to prevent you from getting a fast ride in an ambulance — and a slow one in a hearse? Over 40% of all highway deaths are directly attributed to driving too fast for road conditions.

Complacency and Inattention

The predominant cause of automobile carnage is complacency. People hear frequent news reports of highway butchery. They are bombarded with safety pleas. Yet the toll soars. The problem is basic — familiarity breeds contempt.

Cars have been around a long time. There are multiple tens of millions of them gobbling up fresh air and belching out noxious fumes. And they kill people. Many people. Nice people.

Cars are as much a part of modern

society as food, clothing and shelter. This familiarity has immunized us against treating the automobile as we would treat a deadly weapon. Cars should be handled like a loaded machine gun with a hair trigger.

Watch complacency at work in your own mind. You'd probably be careful before walking across railroad tracks. But you'd seldom think twice about walking across a thoroughfare. That's human nature. Ridiculous. Three trains an hour may pass on the tracks — and all three usually stay on the tracks. But 3,000 cars will whiz by an average road in the same period of time — and many can be expected to weave, swerve, skid or veer at any moment. But we're "cool." We don't worry about cars. And they continue to kill people. Many people. Nice people.

Complacency spawns inattention. And inattention is the greatest single cause of collisions. People don't concentrate on their driving. It's too much like work. Their minds are somewhere else; their eyes wander to the roadside; their hands fuss with the radio. They become careless. Carelessness follows inattention as surely as inattention follows complacency. A mistake is made, it's not seen in time, and, if you don't know the results by now, we've all been wasting our time.

Driving time is too often considered "free time." You suppose you can subconsciously floor the accelerator and steer the wheel. So why "waste time" driving. Your mind can be set free. Free to unwind after work, free to hash over your latest marital spat and rehash your perennial in-law problem, free to meditate about your future, free to daydream, free... free... free...

And that's the trouble. You are *not* free. DRIVING IS A FULL-TIME JOB.

Are you pleasantly nodding your head in agreement — and are you just as pleasantly planning to drive exactly as you always have? If so — better buy a cemetery plot — family size.

Driving Mirrors Character

Driving is an extension of the self — a self that's usually not particularly content with life. Job tensions, financial

MAD MOTORISTS

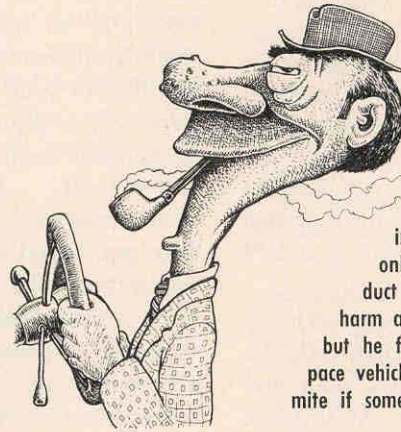
The old western six-gun often brought out the worst in people. So does a long game of monopoly. Today's frantic car driving does the same. Some profoundly noxious and dandily deranged denizens have been spawned from behind steering wheels. Here are a few of the many tiresome but tireless types you'll recognize with the usual revulsion.

Here's hoping you don't find your picture here.

— Basil Wolverton

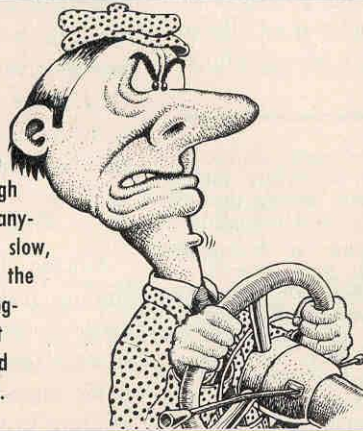
CREEPER

Here is the motorist who believes that very slow driving, even on freeways, is the only safe and sane way to conduct a car. Perhaps he wouldn't harm a fly or perhaps he's stubborn, but he fails to realize that his snail-pace vehicle is a potential box of dynamite if some careless driver rams into it.



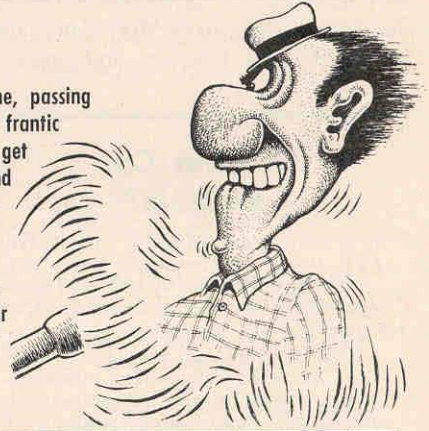
TAILGATER

Almost as dangerous as the speeder. By following very close to the car ahead, especially at high speeds, he tries to prove that anyone ahead of him is going too slow, and should give up and get off the road. He can generally be recognized by his angrily indignant expression after he has plowed into the rear of the car ahead.



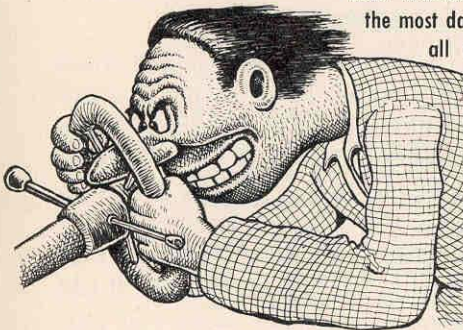
WEAVER

He careens from lane to lane, passing other cars right and left in a frantic and disdainful effort to get ahead of everybody. His grand moment is when he victoriously startles the stitches out of another driver. His lowest moment is when he tangles with another weaver who weaves him out of action.



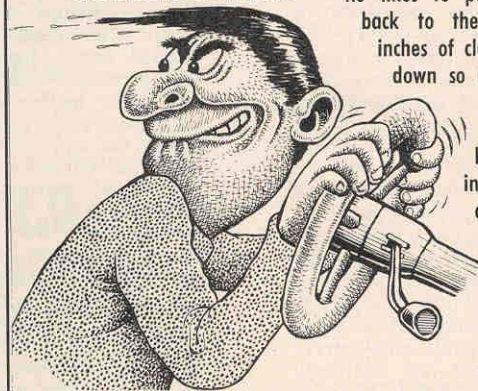
SPEEDER

Main maniac of the Mad Motorists, and the most dangerous, this driver feels that all other drivers are too stupid and/or too old to be driving and getting in his way. He has no regard for the safety of others. He gets his kicks out of showing off right down to the moment of fatal impact.



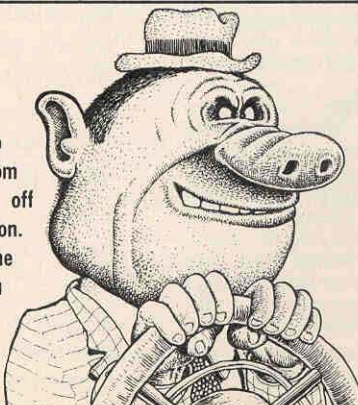
CUTTER-INNER

He likes to pass at high speed, jerk back to the right lane with only inches of clearance — and then slow down so much that the driver he has passed has to pass him. Not caring to be left behind, the cutter-inner then whizzes by again, jerks back into the right lane again — and so on and on until often somebody loses more than his temper in this highway game of lethal leapfrog.



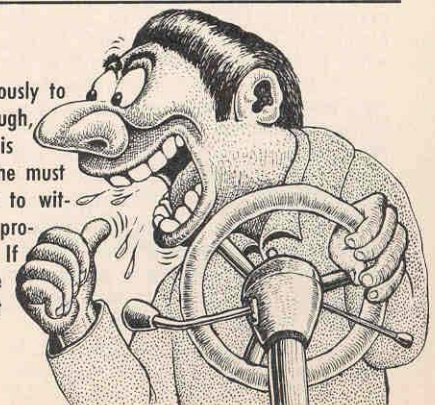
ROAD HOGGER

He drives over the middle line to keep anyone from passing him from behind and to scare the scalps off drivers going in the opposite direction. He doesn't tire of his fun until he meets another of his kind on a sharp curve or on top of a hill.



YAKKER

The driver who talks continuously to passengers. This is bad enough, but he feels that what he is saying is so important that he must constantly watch his victims to witness their reactions to his profound and witty utterances. If he and his passengers live to collect Social Security, it is only through merciful Providence.



worries, family feuds, personal anxieties, thwarted goals, sex frustrations — all work their way into the automobile and get their hands on the wheel and feet on the accelerator.

What better outlet for behavioral disorders than zooming down the highway, a 2,000-pound monster instantly responding to your slightest command. *Escapism personified!* And for 200,000 people each year — that is the estimated worldwide auto deaths — it is indeed the ultimate escape.

Bad drivers conform to a surprisingly predictable antisocial pattern. They're prejudiced against taxi, bus, truck and especially women drivers. At the feeblest provocation, vicious manners erupt in a temper tantrum of violent invective, impatient horn blowing and inter-car

yelling contests. All too often actions replace words — road hogging, speeding, cutting off, and tailgating are common means of revenge. Don't allow your car to be an instrument for releasing your frustrations. If you "got it" from the boss or your wife (often the same person!), do you then "give it" to the accelerator? Control your emotions. Control yourself.

Traffic experts say that motorists who lack self-control and a sense of moral values are more likely to become involved in accidents. A University of Colorado research team discovered that safe drivers are more religious than accident-prone drivers. A man who has certain religious morals and principles of character will reflect this way of life in his driving habits. But a person who is

not interested in his fellowman has the greatest difficulty in the realm of safety. A man who blows his horn and blows his "cool" because he doesn't want the other guy getting ahead or slowing him down is actually betraying his selfishness.

Driver education is important, but moral consideration is essential.

Drunk Driving

Fifty percent of drivers causing fatal crashes are drunk. An additional 15-25 percent have been drinking. Of the 168 hours in a week, 11 to 12 p.m. Saturday night is the deadliest.

If you drink and then drive, even after reading these statistics and knowing full well the personal tragedy of highway mutilation, it's your funeral! Or perhaps you'll be "lucky" — and live with the nightmare of having murdered your wife and kids!

They're Out to Get You

Suicide by automobile is another chilling reality. Bits and pieces of evidence on this still-shrouded subject have revealed that more than 10 percent of traffic fatalities are intentional — people wanting to kill themselves — while another 5 to 30 percent can be classified as subintentional (self-destructive tendencies which are not conscious, but nonetheless deadly).

The trademark of such suicide drivers is their use of the automobile as a psychological weapon in the arena of social competition. The Chief of the National Institute of Mental Health's Center for Studies of Suicide Prevention, Dr. Edwin L. Shneidmann, states: "It's the 'I'll get in line before you will, I'll take this space,' the whole business of playing chicken on the highway... I mean the way people drive. The elbowing and shouldering with the automobile is there for anyone to see.

"Some people drive as if they were afraid they would be late to their own accident. And put 'accident' in quotation marks."

These studies portend ominous consequences for every driver. Any car — that means *any* car — may be booby-trapped with a suicide driver gunning directly for you! Your car is merely a

Is That Car Reliable?

MECCHANICAL reliability and safety should be considered *before* anyone buys a car. It will save much aggravation (and yes, money too) afterwards.

What kind of car should one buy? New or used? Important questions. Obviously, there are enough brands around to satisfy anyone. But is it necessary to pay 300 to 1500 extra dollars for a flashy, sporty car with fake air scoops — when you really need a solid station wagon for your six kids?

What about a new car? It sounds nice. But a car depreciates enormously the first year. Some cars can lose \$1,000 as soon as you drive them out of the dealer's showroom! Why not a strong one-year-old car, with low mileage, bought from a reputable dealer or a reliable private party.

An automobile is an investment, financially of course, but much more in the well-being of your family. Check all factors before you buy. There exist consumer magazines which publish automobile ratings (all kinds and years). All mechanical aspects are analyzed: transmission, brakes, engines, etc. For example, the 1968 model of a specific brand may have a record of bad brakes, while in the 1967 and 1969 models, the brakes are excellent. Another brand may have perennial steering problems. Also, be sure to examine the frequency of repairs record in any car you might buy. And always consider the resale value. Seemingly similar cars can vary widely.

Do you really need all that gargantuan horsepower for your type of driving? Extra horses eat up a lot of extra gas — and often do little else (except perhaps massage your ego).

If you're going to buy a used car, be extra careful. Ads are very high pressure. Salesmen usually are worse. A \$29 paint job will make even an old car

look good — but in two weeks or two months you may have to replace the transmission — for more money than you paid for the car in the first place!

There are reliable used car dealers. Many are not. Check with friends. Where did they find satisfaction? What about the used car "guarantees"? Are they worth the paper they're written on? Check — some are, many aren't. It would be a good idea to pay a few dollars and get any used car tested by some reliable testing outfit before buying it.

What about the cost? Have you set a strict budget for yourself? You should. But don't be fooled by advertised prices. Items which you take for granted — such as radio, white walls, seat belts — might be extra. So are dealer's preparation costs. Then there's tax and license fees. Additional insurance payments are required for bigger and sportier cars. And higher maintenance and operating costs will be coming along too. Figure all these factors into your budget. Be realistic; the price in the ad is not!

Finally, never neglect safety features. They're not glamorous, but they will save you and your family. Seat belts on *all* seats, headrests, collapsible steering columns, padded dashboards, etc. are now supposed to be standard equipment on new cars. But what about used cars? Will the dealer add any at a minimal cost?

There are other safety features even more basic. Some cars are heavier with bigger springs and more massive brakes. They would be safer in the event of an accident. Disc brakes, an important safety item, are optional in some cars and should be considered. Hardtops and convertibles which don't have the support around the doors or tops would be more dangerous in roll-overs or broadside collisions.

Naturally, your budget is limited. Will you sacrifice safety for style? That's your decision. When you make it — look your children in the eye!

convenient object for his self-destruction. If your family gets mangled in the process, well, that's the way the car crumbles.

One can hardly disagree with the old truck driver's maxim: "Drive as if the other fellow hates you and is trying to kill you."

Mechanical Failure

Fill her up with gas, turn on the ignition, hit that accelerator, grab the wheel, jam that brake. That's all the average driver knows about his car.

"It's symptomatic of this problem that you see so many highly polished comparatively new cars sitting disabled beside the road," remarked an oil company official. "People have a childish faith that the car won't let them down. Our fathers, who had to contend with

much less reliable vehicles and worse roads, took the trouble to learn what to do when things went wrong."

New cars today can barely chug off the assembly line without breaking down. Good parts are tacked together with such shoddy, threadbare techniques that the average car, right out of the dealer's showroom, will have 15 to 40 "bugs."

Recent months have witnessed more cars going back to dealers than were being sold. Millions of defective cars have had to be recalled for "modifications." Deadly mechanical faults have been popping up—all too often at highway speeds!

If you're at all interested in putting your family in a reasonably safe vehicle, you must be able to instantly recognize

mechanical danger signals. Correct them immediately.

You ARE Involved

Probably you're a good driver. And this article is written to correct bad drivers, right? Wrong.

Most drivers involved in fatal accidents are "good" drivers. Seven out of ten had no serious prior violations. Eight out of ten had no record of previous accidents.

If you are at all associated with cars, statistically you *will* have a collision during your life. You and your family have a 50-50 chance of being killed or injured.

If this concerns you, write — if you're an American — to your local chapter of the National Safety Council for information about safe driving.

How to DRIVE and STAY ALIVE!

- 1) **KNOWLEDGE** — know your traffic laws and obey them. Accidents are due to broken laws. Never repeat past mistakes.
- 2) **FORESIGHT** — keep your car in first-class mechanical condition always! Have it serviced by a reliable mechanic before long trips. Especially be sure your tires are in good condition.
- 3) **SEAT BELTS** — wear them always when traveling in a car. Each passenger should have a seat belt and use it.
- 4) **PLAN AHEAD** — know your route, where you are going, where to turn.
- 5) **NIGHT DRIVING** — slow down when driving at night. Never overdrive your headlights.
- 6) **RAILROAD CROSSINGS** — never ignore signals. Never get blocked on a track by other traffic.
- 7) **PASSING** — to pass safely you need about one half mile of clearance in the oncoming lane of traffic. That's just about as far as you can see an oncoming car with normal vision.
- 8) **INTERSECTIONS** — most crashes occur here. The key is — *be prepared*. As you approach, have your foot poised over the brake pedal. Look carefully both ways. Avoid sudden moves.
- 9) **TURN SIGNALS** — signal your intention at least 100 feet before you make your move. Use signals properly.
- 10) **TURNING IN FACE OF ONCOMING TRAFFIC** — one of the most dangerous maneuvers in driving. Never turn your front wheels hard when stopped, waiting to turn. If struck from behind, the impact would propel you into the oncoming lane of traffic.
- 11) **MIRROR** — keep aware of what's going on behind you by using your rear view mirrors. A professional driver will glance at his mirror every 5-10 seconds. Adjust mirrors so the rear fender is visible, giving an indication of distance to nearby vehicles.
- 12) **BACKING** — KNOW what is immediately behind your vehicle. Look behind and under your car before you start — then back slowly. Use mirrors only as a guide — but turn your head and LOOK!
- 13) **ADVERSE WEATHER AND ROAD CONDITIONS** — don't drive if you can avoid it. If you must drive, beware of slick road surfaces and control your speed accordingly.
- 14) **FREEWAY DRIVING** — enter at the same speed as freeway traffic. Make lane changes smoothly, in harmony with other traffic. *Don't tailgate*. Allow an absolute minimum of one car length for every 10 miles per hour speed, and preferably 150 feet at 50 mph.
- 15) **ATTITUDE** — the most important key of highway survival. Drive *defensively*. Respect the laws and forces involved in driving (including your 2,000-pound weapon). Be a friendly, considerate driver. Don't let your feelings explode on the highway. Don't drive competitively. Remember, driving is a full-time job — never grow complacent.

Ambassador College
Safety Department

EXCLUSIVE INTERVIEW...

(Continued from page 8)

flights later on when we have discovered new types of propulsion systems. I talked about planetary engineering in which we modify the environments of planets... [and] reconstitute the atmosphere and give us water on the planets and generally adapt them to colonization by man.

I also talked about all this business which would lead ultimately to interstellar flight and the movement of life from our solar system. That depends upon nuclear and other advanced propulsion systems which we are barely touching on at the moment. So we have an awful lot of work to do ahead.

QUESTION: So what you eventually see for these barren lifeless planets is actual colonization with the creation of atmospheric conditions where human beings can live?

ANSWER: Yes, and this could probably start out with putting habitations under domes, but ultimately, you might be able to reconstitute the atmosphere. Now we know that the atmosphere will leak out over periods of astronomical time, but not if we keep replenishing it, until we've used all the material of the planet.

We'd have to use the material of that planet itself to regenerate the atmosphere...

QUESTION: Going back for a moment into the past. In 1939 you predicted man would be on the moon by 1970. How could you at that time so confidently and accurately foresee this?

ANSWER: Back in 1939 I predicted man would be on the moon by 1970 because most of the technology required was really under study in those days. There were few actual breakthroughs needed. We had a pretty good line on what was needed to get to the moon. And we knew of the large rocket engines. We believed they could be built. We knew the navigation wasn't a serious problem.

We knew that we needed internal power supplies—we could see that all these things were possible, that it was mainly a development application rather than unusual breakthroughs. There was nothing significant that wasn't known that would have prevented us from going to the moon... I regarded it as mainly a matter of money and dedication to a program to get to the moon.

Also there was a distinct parallel with flight, heavier-than-air flight. Where people had regarded this as being completely impossible, "proved" it mathematically impossible and yet there were a number of pioneers who said, "Yes, you *can* fly with heavier-than-air machines." It is significant to know that the Royal Aeronautics Society was founded 50 years before the Wright brothers flew.

We formed the British Interplanetary Society in England in an age of accelerating technology applications. This was founded in 1934, so it seemed reasonable at that time for me to predict that man could go to the moon... depending upon whether any government was willing to commit the funds to do it.

QUESTION: In a futuristic sense, do you feel that as a worldwide effort—not just the United States—man may be able to accomplish some of these feats that you have been talking about?

ANSWER: Yes... I don't think it is the sort of thing that really should be accomplished as a national effort. If we made it a worldwide effort, we could probably keep everybody on earth fully occupied and fully at work for the next several centuries instead of having them fighting each other.

QUESTION: It would be a unifying factor then?

ANSWER: I believe so.

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Modern science and technology came forward in our time as the messiah to rescue society from its ills. In ten years scientific and technological knowledge has DOUBLED—and in the same decade humanity's TROUBLES also have doubled!

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What is generally unrecognized is that there *is* a PURPOSE being worked out here below, and that this totally misrepresented Source is in true fact our Maker's instruction book. It reveals the meaning and purpose of life. It deals with world conditions today. It is not only up-to-date as of NOW—its advance news reports lay bare our future. There is NO OTHER source of understanding OUR TIME, and where we are going! And its Author says to us, "Freely you have received, freely give."

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The STORY of MAN

for children five to one hundred five

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by Basil Wolverton

CHAPTER ONE HUNDRED THIRTY-ONE

A NEW KING IN ISRAEL

JEHORAM, king of the House of Judah, fled with his family toward his palace when Arabians and Philistines broke into Jerusalem. Before they could get inside, the king's frantically racing wives and children were seized by Arabian riders and whisked away. Jehoram reached the palace and ran to a secret hiding place. (II Chronicles 21:1-16.)

The End of a Bad Reign

For the next several hours he paced back and forth, miserably wondering what was taking place. Occasionally he could hear muffled shouts and thuds. When finally he cautiously emerged from concealment, he found that the palace had been ransacked. Objects of great value had been taken. What was left had been dashed or pulled to the floor.

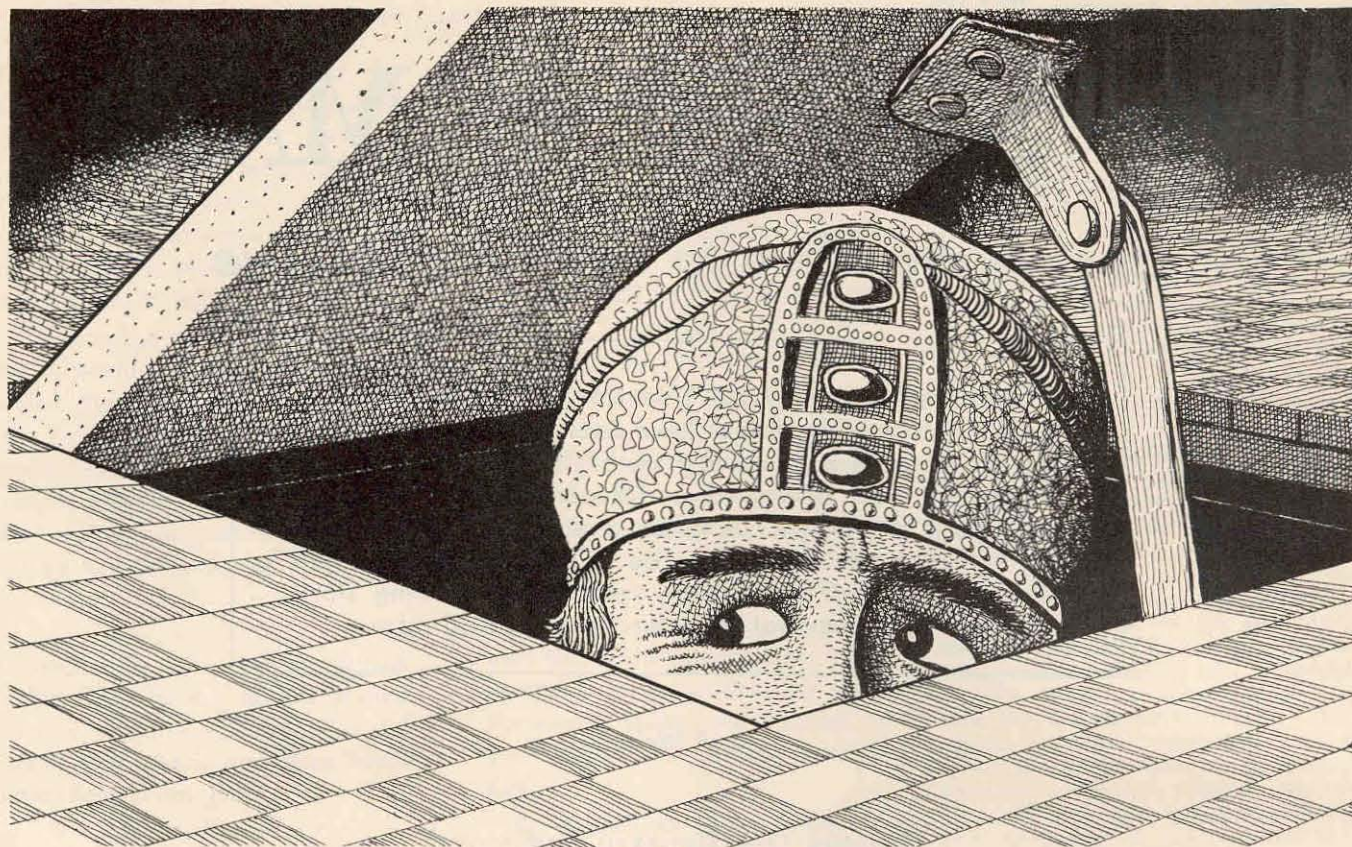
There was great excitement among the remain-

ing servants when they found that their king was safe, but they hesitated to talk about his family.

"At least we know that Ahaziah is all right," one spoke up.

This was somewhat comforting to Jehoram, who believed that all his family had been taken. Then he remembered that a part of the letter from Elijah had warned in advance what would befall the king's family. One by one the prophet's predictions were taking place—just as Jehoram feared they might.

Not long after the invaders had gone with their prisoners and loot, Jehoram's first wife Athalia showed up. This wasn't contrary to Elijah's writing. He had said only that wives would be taken, but he didn't say they all would be forever absent from Jehoram. Somehow Athalia escaped and was able to return. The captors probably couldn't endure her



When Jehoram finally emerged cautiously from his hiding place, he found that his palace had been stripped of most everything of great value.

sharp tongue. Except for Ahaziah, all of Jehoram's sons were murdered by their abductors.

People of Judah then began to suffer from a disease that spread quickly from person to person. This, too, was according to what Elijah had warned about. Later, Jehoram started having an irritating soreness in his abdomen. During the next two years it developed into intense pains. Finally, as Elijah had written, the king's intestines became so infected that they dropped out of him, causing an unusually horrible death.

Because of his cruel ways and his indifference to the welfare of his people, Jehoram wasn't popular with his subjects. He was buried in Jerusalem, but not in the burial place of the kings, and not with the usual respectful ceremonies. (II Kings 8: 23-24; II Chronicles 21:17-20.)

Ahaziah became king, but he had been reared amid pagan practices, and did nothing to improve

conditions in Judah. His mother made sure that any move he made was in accord with her perverse wishes.

At this time Jehoram (not the Jehoram of Judah who had recently died) was king of the House of Israel. He decided to take his army to Ramoth-gilead, a town east of the Jordan occupied by Syrian soldiers. This fortified town was in the territory of Gad. The king didn't want the Syrians to continue possessing a stronghold inside Israel, especially that close to Samaria, only about forty miles away. When the young king of Judah heard about this, he added troops to those of Jehoram. Both kings with their combined forces went eastward to surround Ramoth-gilead.

A Revolution Hits Israel

Later, when it appeared that the Israelites might force the besieged Syrian troops to surrender,

Jehoram was seriously wounded by an arrow shot from the walls. The king was taken to Jezreel, several miles north of Samaria, to wait until his wound healed. His officers felt that it was wiser for him to go there secretly instead of returning to Samaria in what would be regarded by many as a disgraceful condition. Jehu, the commander of the army of Israel, was left in charge of the continuing siege of Ramoth-gilead.

Rather than wait to find out what the Syrians would do, Ahaziah chose to go to Jezreel to visit Jehoram and learn if he had started to recover. (II Kings 8:25-29; II Chronicles 22:1-6.)

Meanwhile, Elisha the prophet was aware of what was taking place. Through God, he knew that it was time for the family of Ahab, because of disobedience, to come to an end. God instructed the prophet to choose one of his students to prepare for an immediate trip to Ramoth-gilead.

"There you will find Jehu, Jehoram's army commander," Elisha told the young man. "State that you have a private message for him, and that you must see him alone."

The prophet gave him a phial of oil and explained how he was to use it and just what he should say. He was warned to leave Jehu the moment his mission was over.

Two days later the young man arrived at Ramoth-gilead. The siege was still going on. Israelite troops were huddled in groups, hoping for the surrender of the Syrians. Jehu and his chief officers were sitting under an awning extending from his tent. When guards saw the stranger, they quickly surrounded him, but took him to Jehu, as he requested, after finding no weapons on him.

"This man claims that he has an important message for you that must be delivered in private," one of the guards reported.

Jehu and his officers looked critically at the stranger. Finally Jehu motioned his guards away and beckoned to the young man to follow him into his tent. Nervously Elisha's student produced the phial of olive oil and quickly poured it over the head of the startled officer.

"By the authority of the God of Israel, I anoint

you as the next king of the House of Israel," the young man hastily explained while Jehu listened in growing astonishment. "God wants to make it plain to you that as future king you must avenge the deaths of God's prophets at Samaria in Ahab's time, and the deaths of other servants of God caused by Jezebel. With God's help, you are to end the rule of the family of Ahab. That includes queen Jezebel, whose body will be consumed by dogs, so that there will be little to bury." (II Kings 9:1-10.)

Having accomplished what he was to do, the young man anxiously turned to hurry out. Jehu reached out and seized him by the arm.

"I've been patient with you," Jehu said a little angrily. "Now tell me who sent you, and why they wish to affront me with your disrespectful little act."

"It wasn't an act and it wasn't disrespectful!" the young man exclaimed. "The prophet Elisha sent me to do what I did."

"Oh!" Jehu muttered in surprise.

A bit bewildered, he sank into a chair, unaware of the messenger's departure. For a time he sat there in deep thought, then came out of the tent to join his officers.

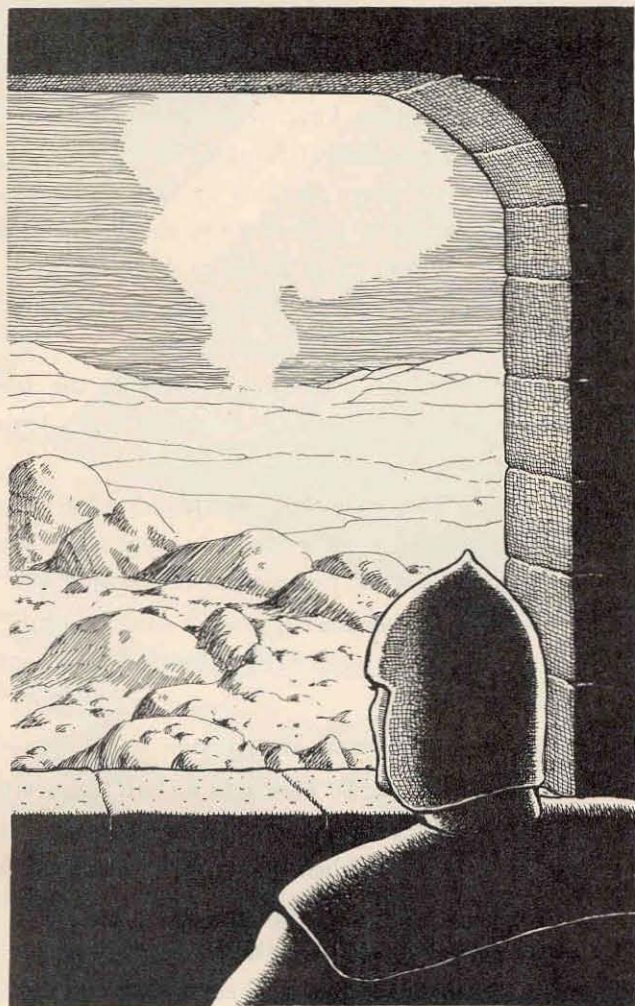
"I hope that fellow didn't annoy you," one of them remarked. "He was probably some kind of religious crackpot. What was his excuse for coming here?"

"Should I bother to tell you what you have already heard through the tent flap?" Jehu asked. "Obviously you have already decided what kind of man he is and that he came here for no important purpose."

"Whatever he told you, I hope you didn't believe him," another officer remarked.

"But I did," Jehu declared. "He was sent by the prophet Elisha to tell me that I am to be the next king of the House of Israel."

The officers stared silently at their commander, expecting him to momentarily break into a grin at his own absurd statement. But his unusual gaze, continuing steady and sober, caused them to realize that he was serious. Amazed and abashed, they rose as one man, took off their jackets and spread them on



A lookout in a tower on the wall of Jezreel spotted a cloud of dust on the plain to the east. He reported it immediately, but never imagined what great trouble was approaching.

the steps leading up to the tent entrance. In this manner, even though they had only the abrupt, brief declaration from their superior, they acknowledged him as their new ruler.

Syrian soldiers on the walls of Ramoth-gilead, only a little over a bowshot away, jumped to an anxious alert when they heard the blast of Israelite trumpets and the cheers of soldiers. They didn't know that Jehu's top officers had just announced to their troops that their commander was soon to replace Jehoram. (II Kings 9:11-13.)

Convinced of what he should do according to Elisha, whom he greatly respected, and at the same time excited and elated at the thought of be-

coming a king, Jehu prepared to leave Ramoth-gilead.

"Continue a tight siege," he instructed his officers. "Don't allow anyone to come outside the walls. And don't let anyone leave our camps except those I pick to accompany me. I don't want anyone to reach Jezreel before I do, or Jehoram might hear about what has happened."

Jehu set off for Jezreel in his chariot, along with some of his best charioteers and cavalry. A few hours later he was in sight of the town where Jehoram was staying, and where his wound had almost healed in recent days. An alert watchman in a lookout tower on the wall noticed that a cloud of dust was rising from across the plain.

"Something that could be cavalry or chariots is approaching from the east," the lookout reported to Jehoram, who was talking with Ahaziah.

"It must be men with word from Ramoth-gilead," Jehoram observed, getting up from his couch. "Send a horseman out to meet them and bring back the news to me as fast as possible."

Jehu Fulfills Prophecy

Minutes later a rider drew up alongside Jehu's clattering chariot and called out above the stomping of hoofs, asking how matters were going at Ramoth-gilead.

"Don't be concerned about that!" Jehu shouted back. "Go fall in at the rear of the cavalry!"

When the rider failed to return within a reasonable time, Jehoram sent another man to meet the oncoming company. Jehu told him, too, to ride at the rear. By this time, although Jehu was three or four miles away, the watchman told Jehoram that the company appeared to be led by a chariot, and that it was being driven so fast that the driver could be Jehu, who had excellent horses and a reputation for speeding in his chariot. (II Kings 9:14-20.)

This bothered Jehoram. He had a feeling that if it were Jehu, he was coming with some troublesome news. Both the kings set out at once, each in his own chariot, to meet Jehu's company. Not far outside Jezreel, where Naboth's vineyard had been taken from him (I Kings 21:1-16), Jehu had to

rumble to a stop because Jehoram and Ahaziah pulled up in front of him.

"Are things going well at Ramoth-gilead?" Jehoram anxiously inquired.

"How could anything go well in Israel as long as it has a king whose mother deals in adultery, witchcraft and idolatry, and whose son follows in her footsteps?" Jehu scowlingly demanded. (II Kings 9:21-22.)

Jehoram stared at Jehu, stunned by the rebellious and insulting remark. But instead of reprimanding Jehu, he turned to Ahaziah.

"Get out of here!" he shouted to the young king. "These men have become our enemies!"

Jehoram and Ahaziah cracked their whips at their horses, swung their chariots around and rumbled back toward Jezreel. Jehu seized his bow and hastily fitted an arrow to the string. Seconds later Jehoram was dead on the floor of his chariot, whose horses pulled it off into some roadside boulders. (II Kings 9:23-24.)

"Take Jehoram's body and throw it into the field where Naboth the grapegrower was stoned to death," Jehu said to Bidkar, his cavalry captain. "Do you remember when we were young horse soldiers under Ahab, how Ahab's wife Jezebel had Naboth unjustly killed? Now let her dead son be food for wild dogs on the same spot where she had Naboth murdered." (II Kings 9:25-26; I Kings 21:17-22.)

Jehu realized that by his order to Bidkar he was carrying out part of a prophecy made to Ahab by Elijah. The prophet had told that king about fifteen years previously that his blood would be licked up by dogs at the same place dogs had licked up Naboth's blood. In this event it was Ahab's son's blood, which was the same as his in a lineage sense.

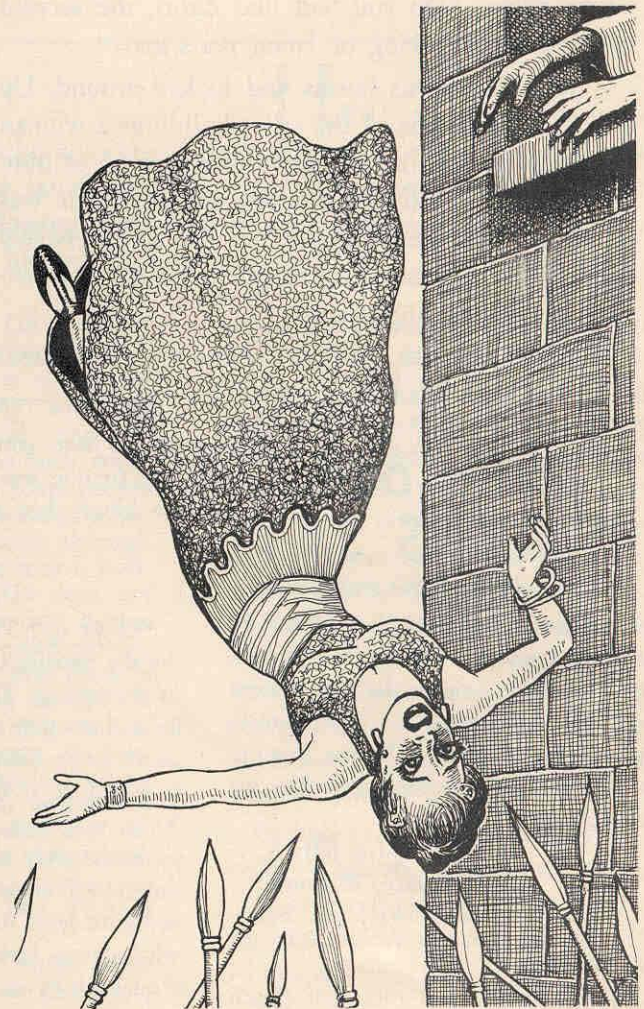
NO Place to Hide

From his speeding chariot Ahaziah looked toward the other vehicle just in time to see Jehoram fall with Jehu's arrow protruding from his back. Expecting an arrow at any moment through his own back, the young king of Judah whipped his horses to their utmost speed. Had he looked behind, he

would have known that Jehu and his company had come to a stop. Ahaziah rumbled into Jezreel, but he knew he wouldn't be safe there if Jehu meant to find him. He would have to keep on traveling, but there was something he wanted to do before he left Jezreel.

Jezebel, Jehoram's mother and Ahaziah's grandmother, had come to Jezreel to confer with her son. Ahaziah wanted to speak with her, but he had no time to leave his chariot and go to where she was staying. But he did pull up at the place and hastily speak to a servant.

"Tell my grandmother that Jehu has turned against us!" Ahaziah excitedly said. "Tell her at once that he has killed my uncle Jehoram, and that



Pushed out of a window by terrified male attendants, the screaming Jezebel plunged to her death on the spears of Jehu's soldiers.

he is on his way here to try to get me! I'm riding on to Samaria, but tell her that I want her to try to stop Jehu when he gets here!"

Ahaziah lost no time in riding to Jezreel's south gate, where he turned out and raced off toward the capital of the House of Israel.

A short while later Jehu and his men clattered into the town. From windows and doorways people fearfully peered out at them, not knowing what to expect. Most of them didn't know who the mounted visitors were or why they had come. When he came to the main street, the army commander rode slowly. He and his men were hungry and thirsty, and he glanced about in search of an inn. Besides, the horses needed rest and water.

"Hello, Jehu!" a female voice called from somewhere above. "Do you feel like Zimri, the servant who murdered a king of Israel years ago?"

Jehu halted his horses and looked around. Up in a window of one of the taller buildings a woman was leaning over the sill and smiling down at him. She was attired in fine clothing and her hair was beautifully arranged, but her face was so excessively painted that it wasn't easy to determine her approximate age or real appearance.

"I admire you, Jehu," the woman continued.

"Success is bound to come to those who have courage to rid themselves of those who stand in the way of their ambitions."

"Jezebel!" Jehu muttered, after finally recognizing Jehoram's mother.

It wasn't clear to him whether Jezebel was meaning to show her queenly disdain for him or whether she was trying to delay him from his intended purpose.

"Who is on my side?" Jehu asked.

"Why don't you send your men to the inn up the street and then come up here and find out," Jezebel answered with even a broader smile.

At this point Jehu spied some effeminate-appearing men peeking out of an adjoining window. He recognized them as the kind of persons who were servants in harems and certain kinds of public houses. That was enough for the army commander.

"You fellows up there!" he shouted to the men at the window. "Throw that woman down!"

Terrified at the threatening command, the men seized the screaming Jezebel and shoved her over the window sill. (II Kings 9:30-33.)

(To be continued next issue)

What our READERS SAY

(Continued from inside front cover)

the policeman feels today — he has no backing from the courts, the citizen, and often-times within the Department itself. My husband was a good policeman and many such as he are leaving. What's going to happen when they all get 'fed up'?"

Mrs. Jerry S.,
Milwaukee, Wisconsin

• *A good deal more chaos and crime.*

No Absolutes?

"I have long been told that Truth (with a capital T) does not exist; that truth changes with the times. But the world, and the universe around me give lie to that statement. It would be interesting to see how far our space effort

would have gotten if we had decided that friction was old-fashioned, and we no longer had to pay attention to it.

James T., Burbank,
California

"Cheer up! The sun is still shining, the sky remains blue, and flowers bloom in the spring. The world has its problems but they're not problems that aren't being solved. What a dull world it would be if there weren't problems. Your magazine tells us about these problems over and over again. Please cancel my subscription as I want to enjoy the good in the world. The person who always looks at the dark side of a question never sees the light."

Mrs. R. S.,
Whitefish, Montana

• *And vice versa. But thanks for the cheer — and we want to enjoy the good, too.*

Alcoholism

"As former Director of Information and Education of the Iowa Comprehensive Alcoholism Project, Office of the Governor, I commend you for the article titled, 'Alcoholism — A Worldwide Curse.' It is well that the tremendous burden of alcoholism be pointed out to a society unaware of the magnitude of the problem. Mr. Dankenbring succeeded in driving home the terrible human cost of this illness. His article was perceptive and generally reflects current thought of most of the people involved professionally with alcoholism treatment."

G. K. D.,
Crozet, Virginia

"I am an alcoholic and have been for some 16 years now. I have tried everything to conquer the affliction. When I wrote for your PLAIN TRUTH some

time ago, I was hoping that sooner or later there would be an article on alcoholism. In your May issue you have answered so many questions especially about the role God plays . . . I know now for certain, that without God I can do nothing."

C. J. L.,
San Bernardino, California

India

"Congratulations! You have a great magazine going. I am a native Indian and I read all the articles about India that appeared in *The PLAIN TRUTH* recently. To my knowledge, yours is the only magazine which has tried to give a true picture of the Indian scene. I would recommend those articles for those western writers who take brief plane stops at big cities and try to write books on India."

A. K. A.,
Cleveland, Ohio

Around the World

"Thank you very much for the letter informing me of the purpose of your magazine, *The PLAIN TRUTH*. The task to depict the truth in plain down-to-earth language is perhaps the reason for the success of your magazine which enjoys such large readership. I believe that your 41½ million is a very moderate estimate as I myself hand my personal copy to over 800 pupils in the school I teach in."

R. T.,
Durban, Natal

"Please enter my subscription for your magazine *The PLAIN TRUTH*, the greatest and most truthful magazine I have read. I read it for the first time at a friend's house and was really delighted. I like your objective views and reports on the main problems of our time. I especially appreciate your outstanding reports about Europe, Tokyo, Japan and others. At last I found a magazine which is not filled with hate, lies and advertisements."

Julia A.,
Benguet, Philippines

"I have been listening to your radio programme and receiving *The PLAIN TRUTH* magazine for nearly two years. I am always impressed by the sound

logic common sense approach with which you present both the radio programme and *The PLAIN TRUTH* and being a printing firm the quality of all your literature does not go unnoticed in either the printing or editorial content."

Graeme L. H.,
Waverly Offset Printers Pty. Ltd.,
Victoria, Australia

"I would like to secure further copies of the magazine. I look forward to receiving them. I find the magazine of

great interest. I do not claim to agree with everything you write, but I certainly do not condemn your opinions. We are entitled to say what we think. Your articles certainly give me something to think about and I wrestle mentally with everything you say. Your articles stimulate my brain which is better than having it fed with run of the mill T.V. programmes, and give me something to think about. Thank you for a marvellous magazine."

Miss J. D.,
London

THE ANSWERS TO

Short Questions

FROM OUR READERS

HERE are the answers to questions which can be answered briefly in a short space. *Send in your questions.* While we cannot promise that all questions will find space for answer in this department, we shall try to answer all that are vital and in the general interest of our readers.

● "The LSD story [in the May issue] contains many inaccuracies. Dr. Marvin Block is quoted as saying that persons suffering LSD psychosis would never recover. I know of no such statement. It is true that some people with no previous psychiatric history become psychotic through the use of LSD, but it is a well-known fact that LSD does not cause psychosis but may hasten it in an already disturbed person. Also, the statement that there is no valid medical use for LSD is categorically untrue! A good deal of LSD psychotherapy is presently being conducted in Canada. I must presume your article was very poorly researched or deliberately slanted. In either case, it hardly deserved inclusion in something called *The PLAIN TRUTH*."

George Lane,
Mill Valley, California

Every statement made in the LSD article was thoroughly researched and verified before publication!

For instance, the writer says *he knows*

of no such statement as we quoted Dr. Marvin Block. The plain truth is, the Toronto *Globe and Mail* carried a forthright article on a speech given by Dr. Block, vice-president of the U.S. National Council on Alcoholism. Dr. Block spoke to a group of 650 teenagers at a conference on alcohol education. We quote the news release: "Dr. Block said there were 250 young people confined to Bellevue Hospital in New York who were 'totally insane only through use of LSD.' He said they would never recover" (*Globe and Mail*, Toronto, January 1, 1967).

Enough said about Dr. Block's statement. What about the other claims?

Is it "a well-known fact," as asserted, "that LSD does not cause psychosis . . ."? Not at all.

We quote a pamphlet published by the District Attorney's office of Los Angeles County: "We know that long-term subtle psychological damage may result from LSD. Such damage may be

glossed over by the pleasure and enthusiasm engendered by the substance, but we have seen too many cases of psychic breakdown to doubt the serious dangers of the drug.

"It is even possible that the brain is structurally damaged. There is recent evidence that LSD attacks hereditary genes.

"In short, our professional medical opinion is that playing with LSD is a desperately dangerous form of 'drug roulette.' The medical evidence is clear. Any person taking LSD runs the risk of psychotic breakdown and long-run physiological damage" ("Drug Abuse and the Law," quoting a statement by Drs. Dana L. Farnsworth, M.D., director, and Curtis Proud, M.D., chief of medicine, Harvard University Health Services).

Is that enough proof that LSD can cause psychosis? Or does the questioner need the confirming statement of Dr. Donald B. Louria, president of the New York State Council on Drug Addiction and Associate Professor in Medicine, Cornell University Medical College?

In his book *The Drug Scene*, Dr. Louria, an authority on drugs, states: "Any individual, no matter how well integrated into society, and whether or not he or she has any past history of psychiatric difficulty, can, after a single ingestion of LSD, suffer an acute psychotic break — severe enough to require hospitalization. . . . Once acquired, the psychosis may last for days, weeks or even months. The precise percentage of LSD experimenters who will experience psychoses requiring hospitalization is not known, but the large number of LSD-induced psychoses seen in New York City and on the West Coast indicates that this is a major risk for any individual taking the drug promiscuously" (p. 149).

Dr. Louria quotes a noted neurologist, Dr. Roy Grinker, writing in the *Archives of General Psychiatry* in 1963, as saying: "There are increasing numbers of reports that temporary or even permanent harm may be induced in spite of apparently careful pre-therapeutic screening of latent psychosis and careful precautions during the artificial psychosis" (p. 148).

On page 152 Dr. Louria further commented: "Approximately one-sixth of the patients referred to Bellevue Hospital for LSD-induced psychoses do not recover during the hospital stay but must be referred to other hospitals for possible long-term care. Only half of these have histories of prior overt psychiatric abnormalities. . . ." He continues later in the same paragraph, "... LSD may precipitate an active psychosis requiring hospitalization which may persist for many months or years or even possibly result in permanent psychosis" (p. 152-153).

Finally, it is claimed by the questioner that our statement concerning no valid medical use for LSD is categorically untrue. Oh?

States the United States Bureau of Narcotics and Dangerous Drugs: "Although openly and irresponsibly promoted as a means of expanding consciousness, the hallucinogens have yet to be proved valuable medically" (Fact sheet 9).

Concerning the medical "uses" of LSD, Dr. Louria says: "In summary, there is at present no clearly documented place for LSD in medicine or psychiatry. . . ." (p. 135). He does show, however, that research is proceeding in possible future uses of LSD in treating such conditions as alcoholism, psychoneurosis and terminal disease (the latter merely to assuage pain, not to cure the disease!). The results of such research are tentative, at best — far from being conclusive. Some question if the "treatment" in this case isn't worse than the original problem, in the long run!

Much more could be said regarding LSD, its dangerous traits, its association with chromosomal defects, increasing evidence linking it with birth deformities. Why elaborate? Surely, any sound-thinking individual can see the dangers by now, if he is not biased or prejudiced.

Reader Lane seems to have drawn conclusions without having had all the facts, first. *The PLAIN TRUTH* article on LSD was not slanted, but told the whole story — the plain truth — "like it really is."

TELEVISION

"The WORLD TOMORROW"

NEW STATIONS:

- *KOIN — Portland, Ore. — Channel 6, 5 p.m. Sun.
- *KERO — Bakersfield, Calif. — Channel 23, 6 p.m. Sun.
- *KJEO — Fresno, Calif. — Channel 47, 10:30 p.m. Sat.
- *WSIX — Nashville, Tenn. — Channel 8, 11:30 a.m. Sun.
- *WTCN — Minneapolis — Channel 11, 10 p.m. Sat.
- *CKBI NETWORK — 4 p.m. Sat.
Prince Albert, Sask. — Channel 5.
Alticane, Sask. — Channel 10.
North Battleford, Sask. — Channel 7.
Nipawin, Sask. — Channel 2.
Greenwater, Sask. — Channel 4.
Big River, Sask. — Channel 9.
- WGR — Buffalo, N.Y. — Channel 2, 12 noon Sun.
- KWHY — Los Angeles — Channel 22, 8:30 p.m. Sun.
- KTLA — Los Angeles — Channel 5, 10:30 p.m. Sun.
- KNTV — San Jose, Calif. — Channel 11, 1 p.m. Sun.
- KHBV — Henderson, Nev. — Channel 5, 5:30 p.m. Sun.
- KSL — Salt Lake City — Channel 5, 3:30 p.m. Sat.
- KHQ — Spokane, Wash. — Channel 6, 12:30 p.m. Sun.
- KVOS — Bellingham, Wash. — Channel 12, 3:30 p.m. Sat.
- KCND — Pembina, N. Dak. — Channel 12, 2 p.m. Sat.
- KLTV — Tyler, Texas — Channel 7, 5 p.m. Mon., 10:30 p.m. Thurs.
- *KTAL — Texarkana-Shreveport — Channel 6, 4 p.m. Sun.
- ZFB-TV — Hamilton, Bermuda — Channel 8, 5:30 p.m. Sun.
- *CFCF — Montreal, Que. — Channel 2, 4 p.m. Sun.
- CKMI — Quebec City, Que. — Channel 5, 10:30 p.m. Mon.
- *CFQC — Saskatoon, Sask. — Channel 8, 12 noon Sun.
- CFRN NETWORK — 11:30 a.m. Sun.
Edmonton, Alta. — Channel 3.
Whitecourt, Alta. — Channel 12.
Ashmont, Alta. — Channel 12.
- CFCN NETWORK — 2 p.m. Sun.
Calgary, Alta. — Channel 4.
Drumheller/Hand Hills, Alta. — Channel 12.
Banff, Alta. — Channel 8.
Brooks, Alta. — Channel 9.
Lake Louise, Alta. — Channel 6.
Lethbridge, Alta. — Channel 13.
Drumheller, Alta. — Channel 10.
Kimberley, B.C. — Channel 3.
Columbia Valley, B.C. — Channel 6.
Jubilee Mt., B.C. — Channel 8.

* Asterisk indicates new station or time change.

The MODERN ROMANS

PART II

The SECOND MAJOR CAUSE for the collapse of the Roman Empire has already taken a death-like grip on the U. S. and Britain. It could already be past remedy. Why can't we learn lessons from proven historical mistakes of others — and avoid them? Read, in this second installment, of the shocking picture of wanton spending, time buying, and creeping inflation that threaten our very national security.

by Garner Ted Armstrong
and Gene H. Hogberg

DISASTER is always unreal — like phenomenal success.

"I can't believe it's happening," exclaimed millions watching the moonwalk.

"It just *can't* be," exclaimed weeping Frenchmen watching jackbooted German soldiers march proudly through the streets of Paris.

"No! I don't *believe* it," said citizens of Copenhagen, Amsterdam, Brussels, and Warsaw a generation ago.

Yet, there were *signs* of what was happening. It was not as if nation after nation, including the United States, had no ample warning of Hitler's intentions. But, millions refused to believe. Denial

and disbelief never changed the inexorable march of history.

To modern Americans and Britons — to all the peoples of the English-speaking world — it would seem the height of sheer folly — ludicrous to the utter extreme — to believe that right now America and Britain could be facing a shocking decline in power as serious as that which befell ancient Rome.

Millions will say, "Oh, it just *can't* be." But it is. The sun has already set on the once-proud British Empire. That Empire is no more. British power has been dwindling at an alarming rate since World War II. And, even though millions of Americans have never had it so good, at least, on the surface, United States power is surely dwindling — in many subtle ways — but dwindling, nevertheless.

There were deep, underlying causes for the collapse of the mightiest and proudest empire the world had ever known. Those causes have been carefully analyzed by leading historians who have had a plethora of information about Rome to draw from. Her history is better preserved than that of any other great empire of the past.

The records of history have proved there were *five major causes*, as well as *other contributing factors*, which finally brought about the inevitable. The people denied it. The leaders didn't believe it. But Rome DID FALL, didn't it?



It is deeply significant that all *five* of the major causes for the collapse of that ancient empire are rife within the U. S. and Britain now! And it may already be too late to change. We could have passed the point of no return.

Yet, millions just cannot believe it is true.

Behind the Façade of Wealth

What a paradox!

Americans and Britons, on the average, earn more money and possess more material goods and gadgets than ever in the history of their nations. Yet countless millions are hopelessly head-over-heels in demoralizing debt.

Governments, too, on all levels seem locked in an endless struggle against insolvency. Higher taxes and new taxes never seem able to bail them out.

Prosperity, it seems, can be a very deceptive thing — a continuous chasing after the mythical bucket of gold at the end of the rainbow.

Character? What's That?

Contrary to what many people, including some economists, may believe, the true test of a nation's greatness lies not in the continued growth of its economy, or its GNP — "gross national product." The test lies, instead, in the

intellectual, moral and spiritual *character* of its people.

Character?

A "character" is a sort of a "wild Joe" to the thinking of most young people today. Like in, "He's a *real character*."

Hardly anyone seems to know the meaning of the word anymore. But ignorance doesn't hide the unpleasant truth of contemporary history.

Paul Einzig is the Edward Gibbon of his day. He has written a book that should be rocking the British people — and Americans, by inference — back on their heels. He entitles it, *Decline and Fall? Britain's Crisis in the Sixties*. In it he says, on pages 10 and 11:

"Over and above all, recent years have witnessed a progressive debasement of the British character. . . . *Selfishness and impatient greed* demanding the advent of a millennium immediately have gained ground and '*growth-hysteria*' has become a national disease. . . . Hard-faced trade unionists quite frankly admit that the only thing in which they are interested is to get the maximum of exclusive advantage for their members, and seldom worry about the effect of their selfishness on the rest of the community. . . .

"If the debasement of the British character is allowed to continue too long, the point of no return might be passed at some stage."

By this, Einzig means that in a severe national crisis, the British people today may not have the character to meet it head-on as did their forebears in 1940.

Wealthy Empires Vanished

The *character* of its people is the most important ingredient of a nation's greatness. Babylon, Persia, Greece, Rome, Spain and France all had their turn in being the richest in the world. But instead of saving them, their riches only led them to ruin.

History records in detail that the relentless rise of taxes, debts, and inflation was one of the five major reasons leading to the thunderous collapse of the proud Roman Empire.

Briefly rehearsing Part One of this series that began last month, the five reasons for Rome's fall deduced from the writings of Edward Gibbon and

other noted historians of the Roman world are:

(1) The breakdown of the family and the rapid increase of divorce.

(2) The spiraling rise of taxes and extravagant spending.

(3) The mounting craze for pleasure and the brutalization of sports.

(4) The mounting production of armaments to fight ever-increasing threats of enemy attacks — when the real enemy was the decay of the society from within.

(5) The decay of religion into myriad and confusing forms, leaving the people without a uniform guide.

Last month, we saw that the basic building block of early Rome — the one key element that contributed to its greatness more than anything else — was the *family*.

And the most important feature of early Roman family life was the authority — and the respect for that authority — of the father.

Rome grew strong. Rome grew wealthy. But, true to the downward pull of human nature, with affluence came a gradual erosion of family ties — just as has occurred in Britain and the United States since the end of the second World War.

With the loosening of the family bonds came the loss of time-honored values and virtues.

One of those was thrift and an appreciation of money and wealth. Writes historian William Stearns Davis in his book, *The Influence of Wealth in Imperial Rome*, pages 163, 164, 167:

"As an almost unavoidable corollary of the huge Roman fortunes, went the *accumulation of huge debts*. . . . Even men of grave and respectable habits caught the mania of their age, that of *living beyond their incomes*. . . .

"The typical Roman of birth and fashion [the upper class — like *average Americans today*], may then be imagined as *regularly in debt*, and frequently *on the brink of ruin*."

Mania of Our Age, Too

Total debt in the United States, both public and private, stands at an astronomical 1.6 *trillion dollars*!

This enormous sum is *double* what it was only ten years ago.

Broken down, the statistics show:

- Families and individuals owe well over \$500,000,000,000. This goes mainly for home mortgages, installment credit, charge accounts, and personal loans.

- A slightly higher total, roughly \$600,000,000,000 is owed by corporations. Despite higher interest rates, the prospect of even higher interest in the future is fueling an unprecedented expansion in plant and equipment.

- On the public level, the national debt amounts to about \$300,000,000,000. This figure doesn't reflect items once included in the debt — which, if they were, would push the total to nearly \$380,000,000,000. Just to finance this enormous sum eats up over \$15,000,000,000 in interest per year.

- State and municipal governments across the U.S. owe a total of \$133,000,000,000. This segment of public indebtedness has risen alarmingly in recent years.

Where economists and sociologists show biggest concern, however, is the growing debt burden of Mr. and Mrs. Average American.

Private debt accounts for 73 cents out of every dollar owed in the U.S. — roughly three times higher than total public debt.

Individuals, on the average, have to pay over 21 cents out of every take-home dollar just to meet payments on money already owed.

Every fifth American family is in serious financial condition.

Personal bankruptcies are outstripping business fold-ups by a ten-to-one ratio.

"Charge It!"

Money may be tight, but credit is becoming easier to obtain all the time. It's primarily due to the "credit card craze" fueled by the entry of huge banks into the field of commercial credit.

How many of you have received in your mail unsolicited bank or oil company credit cards with your name already imprinted on them?

By the end of this year there will be over 50 million cardholders of the two main bank credit cards in circulation. Some of the member banks issuing these

cards under franchise have run little or no credit checks on their prospective users. *One bank in Chicago reportedly handed out its cards to bystanders at a parade.*

All of this is put into perspective when one realizes that enormous profits can be made in the consumer credit field.

Banks often earn a true annual interest of 18% on merchandise charged on credit cards. And on those "instant cash" deals — where the customer can borrow money merely by presenting his card — it is possible to reap as high as 24%.

Great Britain, South Africa

The average hire-purchase debt (installment credit) has reached \$176.40 for every home in Britain — thanks to a 15 percent spurt in new business near the end of 1968. A breakdown shows that the finance houses, which handle most of the motor trade's hire purchase business, *advanced 18 percent more new credit* in the third quarter of the year against the second quarter, while hire-purchase business in the shops and stores was up by eight percent.

In South Africa, increasing numbers are collapsing under the burden of personal debt.

During 1967, 312,277 South Africans were forced to court because of debts which they could not pay.

"South Africans," reported an Afrikaans-language newspaper, "are no longer afraid to appear in court because of debt. After all, 'I'm not a criminal. It's just a debt,' they reason."

Most people get into debt, said the paper, because it is so easy to obtain credit on appliances and gadgets which are not necessary for ordinary living.

So much for debt. Now taxes.

Taxes, Taxes and More Taxes

By modern standards, ordinary taxes in the Roman Empire were low throughout the second century (A.D.). But in the third century, to meet rising military expenses, the demands of the soldiers, and the extravagances of the emperors, there were frequent confiscations of property and periodic exactions from the wealthy class.

"The most disastrous policy in its immediate effects was extravagant spending by the government of the Empire. Part of the money went into the magnificence of the cities, part into the maintenance of the army and of the vast bureaucracy required by a centralized government. Gradually the soldiers and

the civil servants became dominating pressure groups.

"The expense they entailed led to strangling taxation with repeated devaluations of the currency that fatally weakened the middle class and decimated its natural leaders. . . . Disintegration followed the stifling of initiative" (Haskel, *The New Deal in Old Rome*, pages 231, 232).

That was Rome.

Every American and Briton is more than well aware of the voracious tax bite which gobbles up a bigger chunk of his income with each passing year.

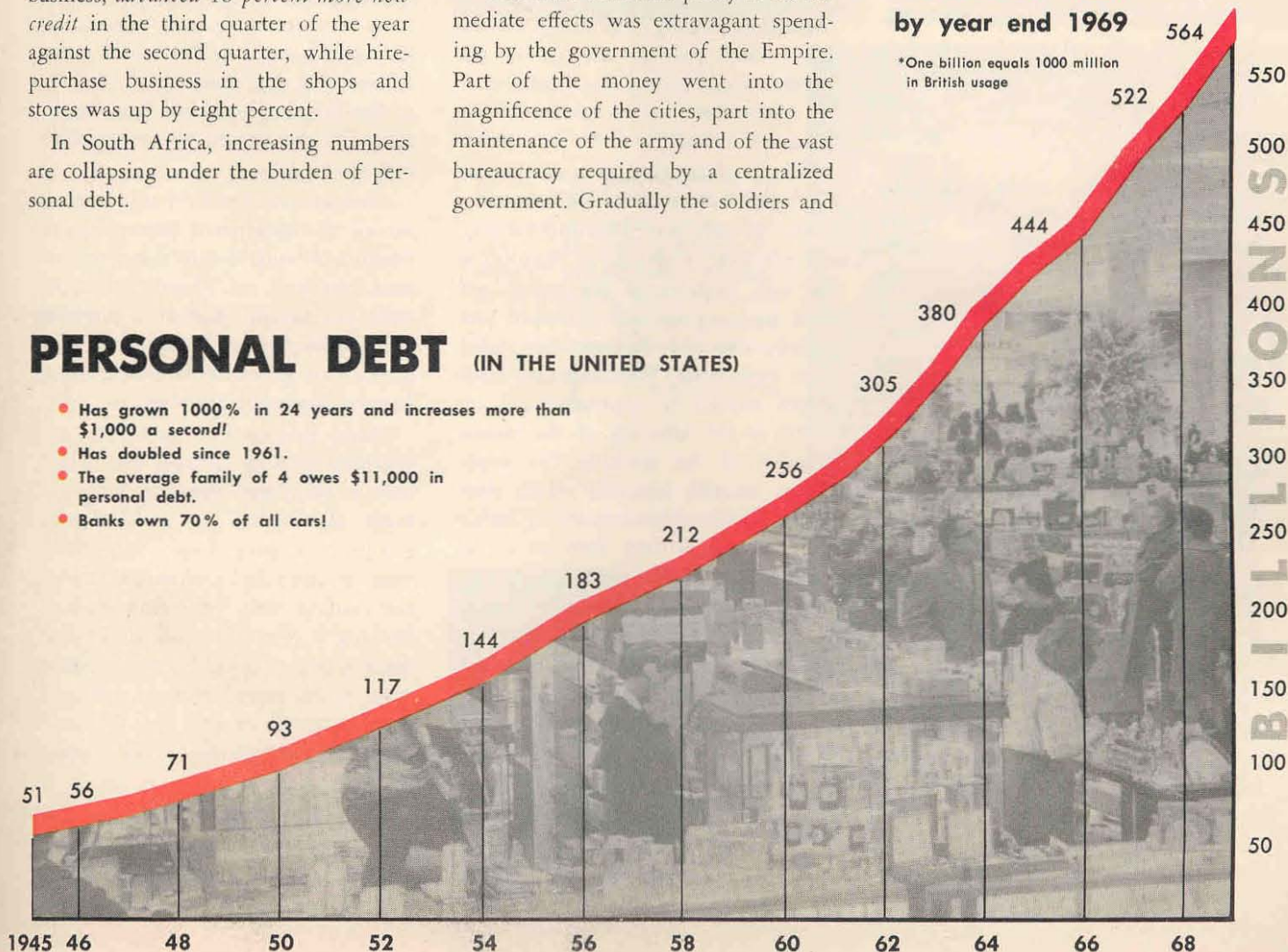
Latest statistics reveal that all U.S. taxes combined — federal, state and local — consume a phenomenal 37 cents out of every dollar of national income.

Much tax money goes to support the

\$564
BILLIONS* (Est.)

by year end 1969

*One billion equals 1000 million in British usage



PERSONAL DEBT (IN THE UNITED STATES)

- Has grown 1000% in 24 years and increases more than \$1,000 a second!
- Has doubled since 1961.
- The average family of 4 owes \$11,000 in personal debt.
- Banks own 70% of all cars!

vast bureaucracy of government on all levels. Nearly one job in five is a government job. More than \$1 in every five spent in the entire U. S. for all goods and services is a government dollar.

Federal government income and spending increase every year. In the six years of the Johnson administration, total annual spending rose by \$73,000,000,000 — from \$111,000,000,000 to over \$189,000,000,000.

Yet income never seems to match the outgo. There have been only eight balanced federal cash budgets in the past 40 years!

States Scramble for Money

State and municipal taxes are rising astronomically, too.

All indications are that 1969 will go down as the biggest in history for the adoption of new and increased taxes at the state level.

Cities are finding themselves at the end of the rope on taxation. With the exodus of the white-collar middle class to the suburbs, city tax bases are crumbling. Yet city and county employees across the country — notably police, firemen, sanitation workers, hospital employees — are demanding costly new wage contracts.

Little wonder that there are growing signs of a tax revolt in parts of the United States. More and more local bond issues are being turned down by irate voters. School districts are having to pare budgets as a result. High schools in Los Angeles, for example, have been forced to curtail inter-scholastic athletics as a result of a bond issue rejection.

In 1902, the total bill for taxes of all kinds in the U. S. amounted to \$18 per capita. By 1948, it had risen to \$377; by 1960, \$709. In 1968 it was more than \$1,000. This year should see another rise.

British Stop Fighting It

Tax-weary Britons are almost resigned to harsh austerity budgets every time there is a panicky run on sterling.

In what some termed the harshest budget in British peace-time history, the government in early 1968 imposed staggering tax hikes. It also put a temporary ceiling on wages and invoked a "soak the rich tax" the likes of which were

previously unknown. Some recipients of investment income over a certain level actually found their entire earnings from stocks completely taxed away!

Taxes are so severe now that the principle of "live today, forget tomorrow" has gripped the British public. Stores report a buying spree for cars, refrigerators, clothes, carpets — everything. Crowds at soccer matches are the biggest and rowdiest in 20 years. Betting shops and bingo halls have more customers than room for them.

"People have no reason to save their money," says a secretary in London. "If you keep it the government will soon find some way of taking it from you."

Tax Evasion and "Loopholes"

When taxes get nearly unbearable the temptation to evade them becomes great.

"A volume might be written on the subject of financial corruption in the last century of the Western Empire. When one wanders through the maze of enactments dealing with fiscal oppression... and evasion, one knows not whether more to pity the weakness of the government, or to wonder at the hardened... audacity of the classes which were leagued together in plundering both the treasury and the taxpayer.

"In the early part of the fifth century, the province of Africa, so essential to the very existence of the capital, yet held by so precarious a tenure, appealed... to the Emperor for relief from its miseries. The complaints relate almost entirely to oppression and injustice in the collection of the various branches of the revenue. The upper classes secured immunity from their proper burdens, or succeeded by unfair assessment in shifting them on to the class less able to bear them....

"Alike in Africa and Gaul, the great landowners at this time, taking advantage of the evident weakness and difficulties of the government, either evaded or delayed their payments" (Dill, *Roman Society in the Last Century of the Empire*, pages 270-271).

How similar conditions have become in the U. S. and Great Britain today.

Recently, there was the shocking revelation that — thanks to giant-sized legal

loopholes — some American millionaires paid *no income tax at all* in 1967. Additional scores of individuals with incomes in six figures also paid nothing.

It has been estimated that \$50,000,000,000 in possible tax revenue slips through the federal government's grasp because of leaks in the tax structure.

The biggest loopholes, of course, benefit the wealthy. Congress is finally beginning to constrict a few of the more gaping holes.

In Britain, tax evasion — whether legally or illegally — has become a virtual sport.

The British Empire, explains historian Einzig, quoted earlier, was built up and maintained by the devotion of the people to the cause of their country. Now that devotion seems to have almost vanished. The "every man for himself" attitude predominates. Says Einzig:

"While before and during the War British people were probably the most public-spirited people in the world, today they probably rank among the least public-spirited. One of the manifestations of this change in the attitude of the British people has been the increase in the degree of tax-avoidance and tax-evasion.

"Britons have become much more reluctant to render unto Caesar what is Caesar's. Admittedly this is largely Caesar's own fault.... Taxpayers have become increasingly reluctant to surrender an increasingly large proportion of their incomes to governments which are so keen on wasting their money.

"Many thousands of accountants and solicitors are busy advising their clients how to avoid their taxes lawfully. But many millions of the lower income groups, too, have found ways, even without receiving professional advice, for evading their taxes unlawfully.... Nothing is ever said about all this, yet the sum total of all such loss of revenue must surely exceed that of the total losses through evasion by the rich" (Einzig, *Decline and Fall*, pages 29-30).

The Welfare State

Most people have heard of the "bread and circuses" of Rome — the doling out of free food and the endless series

of bloody games and contests, intended to keep a restless population under control.

"Welfaritis" was a disease which sapped Rome's vitality.

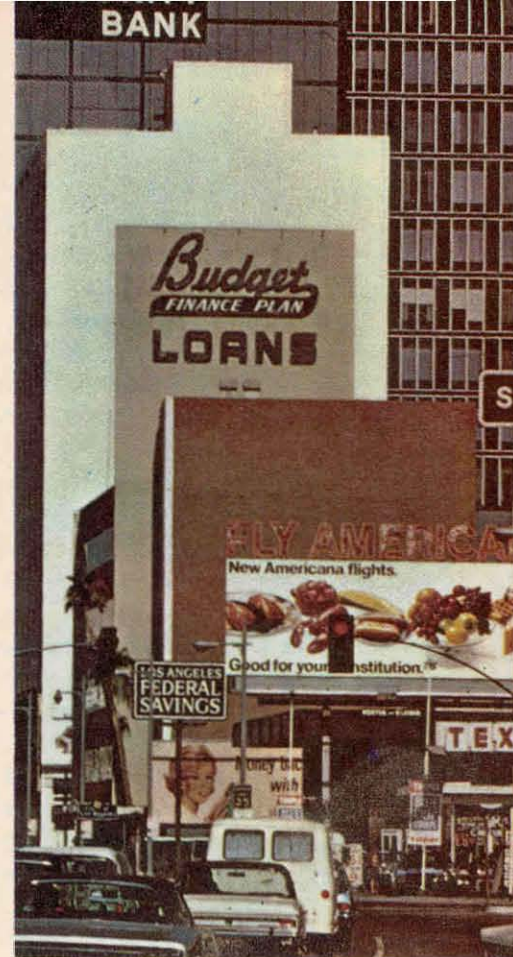
"The free distribution of corn at Rome has been characterized as the 'leading fact of Roman life.'... Just before the establishment of the empire, over three hundred thousand Roman citizens were recipients of this state bounty. In the time of the Antonines (around 150 A.D.) the number is asserted to have been even larger.... In the third century, to the largesses of corn were added doles of oil, wine, and pork.

"The evils that resulted from this misdirected state charity can hardly be overstated. Idleness and all its accompanying vices were fostered to such a degree that we probably shall not be wrong in enumerating the practice as one of the chief causes of the demoralization of society at Rome under the emperors" (Myers, *Rome: Its Rise and Fall*, page 523).

The same disease has progressed to advanced stages in Britain and America today. Britain already has a Scandinavian-style "womb-to-tomb" welfare state. Its excesses are such that they have even fostered one of the most famous contemporary comic strips throughout the English-speaking world — a ne'er-do-well flop of a husband called "Andy Capp."

In the United States the welfare load is almost beyond the power of cities and large states to handle. Here are some of the staggering statistics:

- In the states of California and New York live 2¼ million people on relief — 1 out of every 4 welfare recipients in the country.
- One million people are on welfare in New York City — one out of every eight people in the city.
- In the past prosperous decade, nearly 3 million Americans have been added to the dole, so that today 10 million people receive welfare of some form.
- Nearly 6 million Americans subsist on free surplus food allotments or cut-rate food stamps.
- The biggest headache of all is aid to families with dependent children, which



Never since the heyday of the Roman Empire have so many enjoyed so much luxury, such easy credit. And, just as in the days of ancient Rome, prosperity is suddenly being devoured by inflation, rise in taxation, and immense military spending.

Clayton, Kilburn, Wells —
Ambassador College



has grown phenomenally in the last few years.

Daniel Patrick Moynihan, head of the Council on Urban Affairs, reports that the heart of the problem is dependent children from broken families. "The poor of the United States," he says, "today enjoy a quite unprecedented de facto freedom to abandon their children in the certain knowledge that society will care for them."

The looming crisis over welfare is what prompted President Nixon to propose a revolutionary overhaul of the entire welfare program. In a speech on nationwide television, he assailed the existing hodge-podge of state-administered programs as a "colossal failure" that "breaks up homes" and often penalizes those who work.

The new proposals are intended to "reward work" and encourage families to stay together. But the initial cost of implementing the new program, if approved by Congress, will be expensive. It will add \$4,000,000,000 to federal government costs in the first full year of operation.

And under the new plan the welfare roles, which now total 10 million people, would increase to more than 22 million. Thus, about 11% of the U. S. population would qualify for some welfare assistance.

Welfare, once begun, becomes a virtual "state within a state" proposition; difficult to reform, nearly impossible to reduce in scope and cost.

Rome Grew Big — Then Fell

Rome grew big, powerful and prosperous. Then in gradually deteriorating stages that perhaps few in that day detected, she became indolent, sick and pitifully weak, unable even to defend herself against the rampaging attacks of her enemies.

Rome's power and prosperity didn't insure her lasting success.

Neither can a purposeless, aimless America or Britain — devoted solely, it seems, to the "good life" and "getting it now" — insure its future in peace and security. The U. S. and Britain have grown BIG — when will we fall?

Rome had other flaws in her national character too. We'll describe the next fatal flaw in Part III of this series next

month. Meanwhile, if you are experiencing financial difficulties, why not write for our free reprint article, "Will You Ever Get Out of Debt?" It contains much helpful information on the subject of family finances.

Personal from the Editor

(Continued from page 2)

now seeing what men are doing? And is He again saying, "This they BEGIN to do, and now nothing will be restrained from them" — unless, once again, God intervenes to STOP humans from invading further into outer space?

At least it is written in this Book that God *is* looking, and well aware of everything mankind is doing. "The Eternal looks from heaven, beholding all mankind; from where He sits, He scans all who inhabit the world; He who alone made their minds, He notes all they do." (Psalm 33:13-15, Moffatt Translation.)

But God is quoted as saying, "This they BEGIN to do; and now NOTHING will be restrained from them, which they have imagined to do." The Book states that God *did* intervene at Babel. Will He intervene *now*?

The human mind is capable of imagination that is almost staggering. Certainly the human mind is capable of sending men much farther than the moon. But *is there* a God to intervene and put a stop to it? The answer to that question can be PROVED, one way or the other. (You might write for the free booklet, *Does God Exist?*)

Doesn't it seem a little strange that Science has never disproved the existence of God, yet most scientists accept, on unproved faith, the idea of non-existence? And, just as UNScientific, most believers in God have never seen PROOF of His existence, yet accept on unproved faith the belief that He does!

What a commentary on man's careless proclivity of believing! A man believes, in the main, whatever has been funneled into his mind — whatever he has been taught, told, or has read — whatever

those he chooses to "belong" with accept — and whatever he *wants* to believe! Most *refuse* to accept, even on proof, that which they do not want to believe!

But this "Book Nobody Knows" has its own answer to the question quoted from space by astronaut Aldrin. In the passage he quoted from the Psalms, the question is posed: "What is man, that thou art mindful of Him?" It is pertinent now, that we consider *the answer* given in the same Bible to that question. It is found in the New Testament Book of Hebrews.

There, beginning verse 6 in the 2nd chapter, the question asked in the Psalms is cited: "What is man, that thou [God] art mindful of him, or the son of man, that thou carest for him? Thou didst make him for a little while lower than the angels; thou hast crowned him with glory and honor, putting everything in subjection under his feet." Thus far quoting from Psalm 8:4-6. Then, in this Book of Hebrews, comes the further complete answer:

"Now in putting everything in subjection to him, he left nothing outside his control" (Heb. 2:8 — RSV). This has a direct connection with the passage quoted above from Genesis 1:26. There it is stated that God gave mankind jurisdiction over the solid earth surface, the seas, and the atmosphere. But now in the Hebrews passage man's dominion becomes ALL-inclusive. I quoted above from the Revised Standard version in modern English. The old Authorized Version (1611 — King James), has it "Thou hast put ALL things in subjection under his feet. For in that He put ALL in subjection under him [man], He left NOTHING that is not put under him [man]." (Emphasis mine.)

This prophetic revelation is so staggering that I wish to make *plain* what is here claimed to be the true destiny of man. In the Moffatt translation in modern English, the "ALL THINGS" and the "*everything*" are translated to mean THE ENTIRE UNIVERSE (compare Heb. 2:8 and 1:2-3) — including all our solar system, our Milky Way, all the galaxies in limitless space!

This is a staggering, almost unbelievable statement. I am not interpreting it

— but stating it *as it is!* I know of no denomination or sect that believes it. Yet *your Bible states it!*

But notice, now, the next words!

“As it is, we do not *YET* see *everything* in subjection to him” [man]. The AV has: “But *NOW* we see *NOT YET* all things put under him” (emphasis mine).

But what do we see now?

Continue, AV, next verse: “But we see Jesus, who was made a little lower than the angels for the suffering of death crowned with glory and honour . . .” (verse 9).

As of *NOW*, we see *not yet* the entire universe under the jurisdiction of *MAN*. No, as of *NOW*, man is *limited* to the earth. As of *now*, while man is human — an *EARTH* being — he has been given dominion over *ONLY* the solid earth, the waters of the sea, and the earth’s atmosphere. This was explained above (Genesis 1:26).

Man is an earth-bound creature. If he leaves the earth’s atmosphere, he must take with him, from the earth, oxygen to breathe, food to eat, and water to drink. He must wear clumsy space suits to protect him from extremes of cold or heat. He must take with him the means of sustaining life *from the earth!*

But this same Bible states that Jesus Christ was resurrected from the dead — no longer human, but now composed of *SPIRIT*. And this passage in Hebrews 2:9 says we see *NOW*, the spirit-composed Jesus crowned with *GLORY* and *HONOR*. This is more fully described in the first chapter of the Book of Hebrews:

“...in these days at the end He [God] has spoken to us by a Son — a Son whom He has appointed *HEIR OF THE UNIVERSE*, as it was by Him [Christ] that He [God] created the world. He [Christ], reflecting God’s bright *GLORY* and stamped with God’s own character, *SUSTAINS THE UNIVERSE* with His word of power” (Heb. 1:2-3 Moffatt).

This entire revelation of the present and future is, perhaps, too staggering for the average mind, unaccustomed to revelation, to accept. But this sums up the Biblical revelation of the *POTENTIAL* of *MAN*.

Just as stated in the Book, with no interpretation altering it!

It affirms that Jesus was born human of a woman. It affirms that He paid the penalty of all human transgression of the Divine Law by suffering death for mankind — that He was resurrected to spirit-composed life — with life *inherent*. That God’s program calls for giving us humans this same spirit-composed eternal life — with life *inherent* — through Christ’s resurrection, through His *LIFE!*

Of course it also is plainly affirmed that there are *CONDITIONS* to receiving this gift — this incredible inheritance: total surrender to obedience to God and His *WAY* of life, plus faith in Jesus Christ. Once receiving God’s Spirit — His *LIFE* — we become His begotten children, His Heirs, and co-heirs with Christ who already has *INHERITED* this potential destiny of mankind. That is what this world’s best-selling Book plainly says!

And what do these amazing Scriptures reveal to be the appearance of Christ *IN GLORY*? Is He white, or black, or brown? He is none of those, and the promise is held out that we, when we become *INHERITORS*, shall be as He is now. You’ll find a description of it in the last Book in the Bible — the 1st chapter of the Revelation. There it describes his eyes appearing like flames of fire, his countenance shining as brightly as the sun in full strength.

Astronaut Edwin Aldrin opened the subject from space by his quotation. Here is the finish of what he started:

It is verse 10 of Hebrews 2: “For it became Him [Christ], for whom are all things, and by whom are all things, *in bringing many sons unto glory, to make the captain of their salvation perfect through sufferings*. For both He that sanctifieth and they who are sanctified are all of one: for which cause He is not ashamed to call them brethren.”

In other words, Jesus Christ, the “captain” — or *PIONEER*, who has gone on before, paving the way — calls those who have repented and trusted in Him *BRETHREN*, co-heirs. He has gone on before. He has already *INHERITED* that to which we may now be heirs. He now

upholds, sustains, the entire *UNIVERSE*. He is now the *CHIEF EXECUTIVE* administering the Government of God over the entire *UNIVERSE*.

Man’s potential is to *INHERIT* what Jesus now has — to share it with Him — dominion over the *UNIVERSE*. But *NOT YET!* Not while human, composed of flesh-and-blood matter! Not while we are *EARTH-BOUND* mortals, depending on air, food and water for existence.

The Biblical teaching, unrealized by virtually all religionists, is that, in a sense, we are all in training, now, as future astronauts. The training is in obedience to the Divine Spiritual Law, submission and obedience to the rule of God, overcoming the evil in human nature. *Our* flights into space are not for this life, but the life to come — the Biblical promise to mankind through the power of the resurrection. Then we shall not need space suits or space capsules!

Astronaut Edwin Aldrin started this chain of Biblical revelation from outer space on the return from the moon. The question posed by his quotation leads to such an amazing answer, following it up in the Scriptures — an answer probably not known or accepted by any denomination or sect — yet an answer plainly stated in the Book from which his question was quoted — that I felt it incumbent on me to give our readers the shocking answer, plainly stated, uninterpreted as stated in the Book!

I do not expect many who read it to accept and believe — *NOW!* *The PLAIN TRUTH* is a secular publication rather than religious. The astronaut gave his question to the whole secular world — it deserves, I think, the answer from the same Book to the secular world. But if the reader desires a non-sectarian magazine of Biblical understanding — not a “religious magazine” in the ordinary sense at all — but one of scholarly research published by the Graduate School of Theology of Ambassador College, simply request an already-paid *FREE* (to you) subscription to the *TOMORROW’S WORLD* magazine. I think you’ll be amazed at the grasp and understanding and common-sense treatment of a Book that *does* make sense, after all — in a way few have realized.



ADVANCE NEWS REPORTS *Come alive* TODAY!

THREE BIG events have suddenly become headlines in Western Europe.

The French government pulled off a surprise move when it devaluated the franc on August 8. The 12½ percent cut was made in the face of a deteriorating economy.

Finance Minister Valéry Giscard d'Estaing told a nationwide television audience that France lost \$500 million a month in gold reserves in the last half of 1968 and \$300 million a month in the first half of 1969. "I can tell you, if we had not acted, by the end of the year, France's real reserves . . . would have equalled practically zero," he said.

The decision to devalue—which had been kept secret since July 16—was well timed. The European money markets were relatively quiet, and many Frenchmen were away on holiday. And the size of the devaluation was small enough to put no initial strain on the dollar or pound sterling.

Meanwhile in West Germany, Finance Minister Franz Josef Strauss said that the previous "decision by the Federal Republic not to revalue the Deutsche Mark was correct."

When the furor over the weakness of the French currency erupted months ago, Strauss was adamant in insisting that the faltering franc should drop in value rather than the mark be revalued, or made more costly. The healthy German mark, he said, should not be penalized for the franc's weakness.

De Gaulle, then in power, said "Non" on devaluation. But his successors, admitting defeat, have now given in.

Washington-Bonn "Hot Line"

Another evidence of West Germany's increasing power and influence is the agreement to establish a "hot line" between Washington and Bonn.

A joint statement, issued following two days of talks between President Nixon and West German Chancellor Kurt Georg Kiesinger, said that the line would be established as soon as technical arrangements have been completed.

This will bring the number of such lines to three. There are already hot lines between Washington-Moscow and Washington-London.

The joint statement read: "In order to assure that they will be able to com-

municate rapidly in case of emergency, the President and Chancellor have agreed to the establishment of a hot line between the White House and the Chancellor's office."

The West Germans are well aware that decisions made in Washington can affect every major power in the world. Bonn wants an "ear" in the White House next to the Russian one.

The fact that Bonn achieved the hot-line link shows this too: The time when Germany said little in world affairs is drawing to a close.

Franco Names Future King

Prince Juan Carlos, 31-year-old grandson of the last Spanish king, has been sworn in as future king of Spain.

Born during the bloody Spanish civil war, Juan Carlos was educated as a prince by the Spanish government. Francisco Franco, the man whom he will succeed, was the one responsible for this training.

Just when he will take over is not known. Franco has not said when he will step down, and even though he is 76, he appears to be in good health.

Franco's strategy for perpetuating his authoritarian rule by hand-picking a successor in advance may work. Nevertheless, when he leaves, some change is sure to follow.

The biggest change may be in Spain's future relationship with the members of Europe's burgeoning Common Market. Christian Democratic politicians in most of the EEC nations have opposed any close relationship with Spain as long as Franco was still in power.

* * * * *

Mideast Impasse

Latest reports out of Cairo and Jerusalem indicate present chances for peace



— Wide World

President Nixon escorts West German Chancellor Kiesinger along a White House walk after both agreed to establish "hot line" for instant communication between White House and Bonn.

in the Middle East continue to deteriorate. Positions are hardening on both sides.

President Gamal Abdel Nasser declared recently that all Arab lands must be liberated. He said, "When I say the restoration of our lands I do not mean Egypt alone. I don't mean Sinai alone, but all Arab lands, and above all Jerusalem."

Just a few days after Nasser made his statement, Chief Rabbi Issar Y. Unterman made this comment from Jerusalem: "It is time that it was made clear that the Jews will not be removed from ancient Jerusalem. No force at all will remove us."

The Chief Rabbi then commented on a recent U.N. Security Council resolution warning Israel against annexing the former Jordanian section of the city. "We cannot believe in international guarantees, only in our possession," he said.

One top civilian planner in Washington gave this interesting analysis: "History has taught us to beware of anticipating events in the Mideast merely on the basis of rational behavior. All of the ingredients for a sudden explosion are there, right now."

Continue to watch this number-one world trouble spot.

Paul VI Tries Hand at Intervention

In August Pope Paul became the first reigning Pope in modern times to visit Africa.

The stated purpose of the Pope's trip was to dedicate a shrine to 22 African martyrs. But a personal attempt to settle the Nigerian-Biafran civil war was uppermost in his mind.

Declaring that he would stay for an entire month if that would help settle the bloody conflict, the pontiff met with both sides in a desperate attempt to mediate. But to no avail. Vatican officials said each side kept "upping the price" for a peace conference.

In spite of this initial failure, the Pope's desire to intervene as an impartial third party in political disputes established a probable precedent for the future. Vatican offers to mediate in

other trouble spots, possibly including the Middle East, may well be offered in the future.

Crime Continues Relentless Upswing

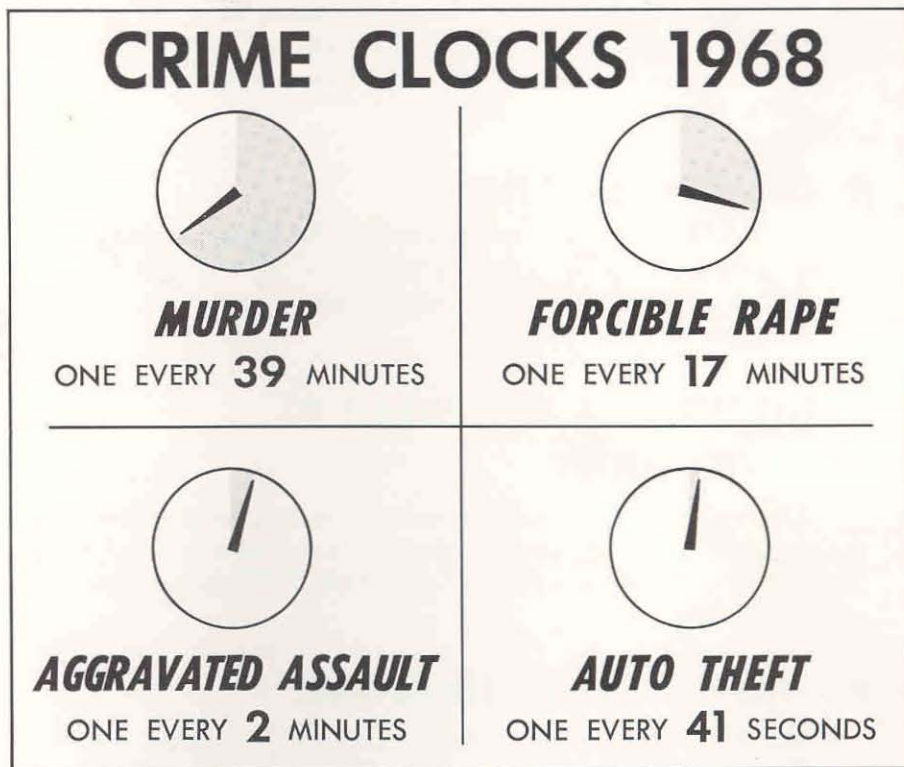
Americans may be able to send 3 men to the moon and back, and to televise close-up pictures of a planet 60,000,000 miles away. But back here on "the good earth" crime and violence continue to be a way of life for many Americans.

Today in the United States someone is being murdered every 39 minutes. And to that, says the Federal Bureau of Investigation, can be added a forcible rape every 17 minutes, an aggravated

serious crime in the United States shot up 122%, with violent crimes up 106% and crime against property up 124%. And no end to this upward spiral is in sight.

Arrests of juveniles for serious crimes increased 78% from 1960 to 1968. But the number of persons in this age group, 10-17, increased only 25%. In other words, population growth was less than one-third the crime rate! Or, to put it differently, crime increased three times as fast as the population.

Are these just dry statistics? Consider this: The risk of becoming a victim of serious crime increased 16% in 1968 with over 2 per each 100 inhabitants in the United States. For every fiftieth



SOURCE: FBI UNIFORM CRIME REPORTS — 1968

assault every two minutes, an auto theft every 41 seconds, and a burglary every 17 seconds.

Violent crimes as a composite group — murder, forcible rape, robbery or assault to kill — occur once every 54 seconds.

According to FBI Director J. Edgar Hoover, there were almost 4.5 million serious crimes committed in the United States in 1968.

This represented a 17 percent increase over 1967.

From 1960 to 1968 the volume of

serious crime committed you might be the victim!

How can you protect your family and yourself from becoming one of these stats? Our free booklet, *Crime Can Be Stopped... Here's How!*, tells the answers simply and plainly. This booklet, prepared by the Ambassador College Research Department in association with the Los Angeles Police Department, reveals not only the causes of the spiraling crime rate in the U.S. and all the world, but gives you helpful instructions on how to protect yourself against crime.

IN THIS ISSUE:

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★ MARS—THE NEXT “GIANT LEAP”?

Two vital factors are propelling the U.S. space program to new heights. 1) the need for a new national goal, 2) the determined search for extra-terrestrial life. See page 3.

★ EXCLUSIVE INTERVIEW —

With Mr. Eric Burgess, one of the world's foremost experts on space exploration. Mr. Burgess, charter member of the British Interplanetary Society, has written nine books on space science. In 1939 he predicted man would be on the moon before 1970! See page 7.

★ O.K. YOU ASKED FOR IT!

A reader of this magazine challenged the Editor, demanding an answer. “I want it answered where all the subscribers of *The PLAIN TRUTH* can see the answer,” he demanded. See page 9.

★ THE DISEASE NOBODY WANTS TO TALK ABOUT

An epidemic is stalking youth. It is infecting hundreds every day. It's a taboo subject; but it rages around the world. Here are the facts — and what YOU can do about it! See page 11.

★ WHY EAST EUROPE LOOKS WEST

The signs throughout Eastern Europe are unmistakably clear — the Iron Curtain is rusting away. But why? Why did Romania's Ceausescu recently invite President Nixon, leader of the West, to visit his Communist country? What is happening on Russia's front doorstep? See page 19.

★ DEATH RIDES THE HIGH ROAD

By September, 1970, statistics indicate at least 65,000 presently active human beings will be dead — in traffic accidents in the U. S. and Canada alone. Another 5 million will be injured. You could be any one of them. See page 25.

★ THE MODERN ROMANS

Part II. See page 41.

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