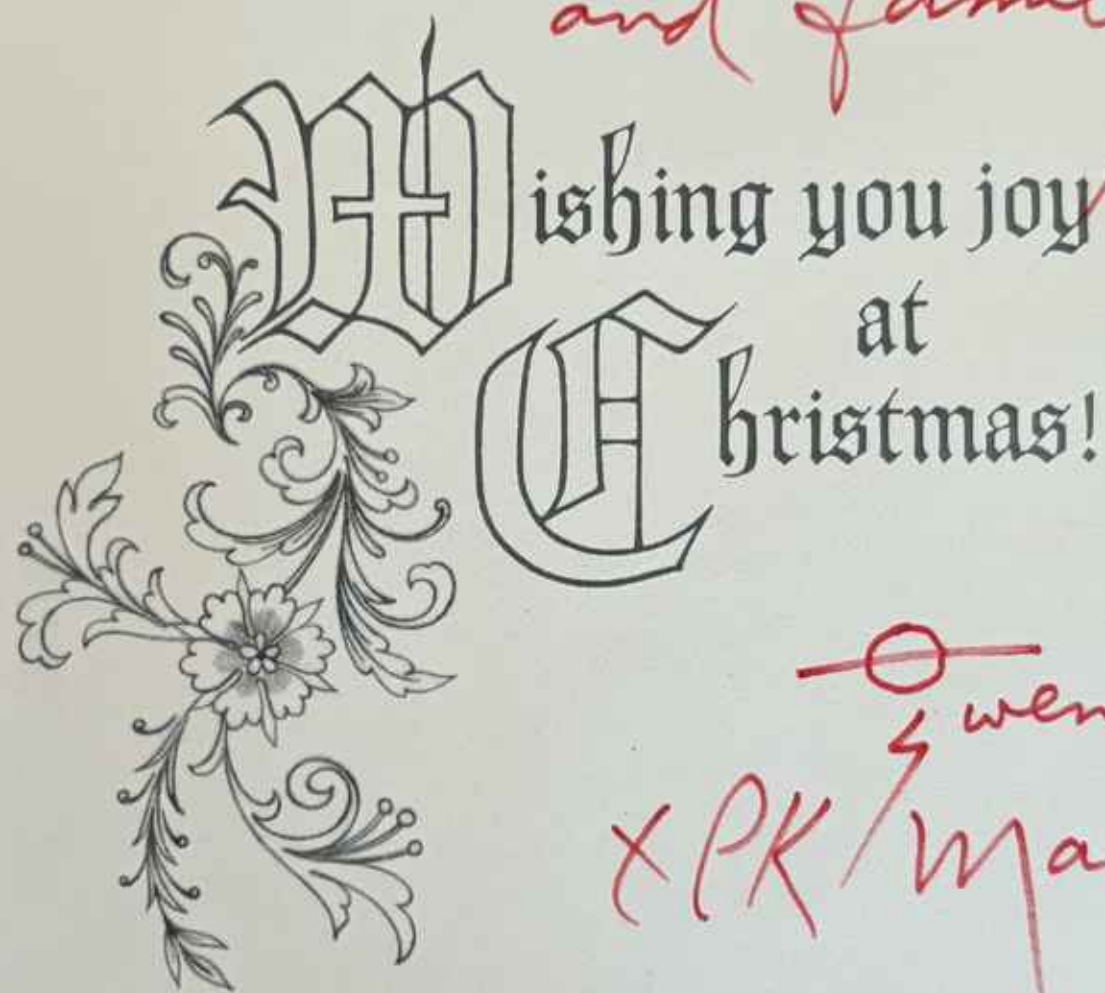




LUKE 2:14

Best always to
Dr Sprinkle
and family...



Wishing you joy
at
Christmas!

~~O~~wens
XPK Man

75-mile winds pound city

Trees torn up, power lines cut

CHICAGO TRIBUNE, Nov. 10, 1975

WINDSTORM WITH gusts up to 75 miles an hour pounded the Chicago area early Monday, causing widespread damage.

The storm, accompanied by rain, was blamed for a traffic accident on the Edens Expressway in which a truck driver was injured critically.

Although the rain had ended in most areas by 3 a.m., winds of 35 to 50 miles an hour continued into the morning rush hour, with gusts up to 50 miles an hour still being reported. Winds were expected to buffet the city and suburbs until the evening, the National Weather Service reported.

Lake County sheriff's police received several reports that farmhouses had touched down in the Grayslake and Long Lake areas shortly after midnight. A search of the area revealed that trees had been blown down by winds, but there was no sign of farm damage.

A spokesman for the Illinois Central Gulf Railroad said an inbound commuter train was delayed nearly half an hour when winds knocked out an electrical line Monday morning. Six other IC trains were delayed from 5 to 10 minutes because of the power loss, which disabled a signal light.

Commuters also were delayed on the Rock Island Line when a tree fell across the inbound tracks at 10th Street and Longwood Drive.

State police blamed the wind and wet road conditions for the crash of a United Parcel Service truck carrying two trailers in the southbound lanes of the Edens Expressway at Touhy Avenue.

The truck driver, Ambrose Bentele, 30, of 138 N. Woodlawn, Hoffman Estates, was thrown from the cab when the truck hit the left guardrail. He was in critical condition at Skidde Valley Community Hospital.

Traffic was diverted as state highway clean-up crews cleared the road of packages. The two trailers overturned and were cleared from the road by several tow trucks, police said.

At Alleghany and Peterson Roads, northwest of Mundelein, power lines were torn down and the tops of large trees were broken off.

Power lines were reported down in scattered areas of Will, Kane, McHenry, and Lake counties, in addition to Cook County, with the heaviest damage in Lake County.

Scattered power blackouts of varying lengths were reported from the Northwest Side to the Wisconsin border.

Gusts up to 48 miles an hour were reported at O'Hare International Airport shortly after midnight Monday, but flight operations were not interrupted, an airport spokesman said.

At the Lake Forest Oasis on I-55, Hwy. 234, winds of 45 miles an hour with hail knocked out a picture window.

In Streamwood, winds of 75 miles an hour were recorded. Utility sheds were overturned, but no power blackouts or heavy damage was reported.

November one of hottest

CHICAGO TRIBUNE, DEC. 2, 1975

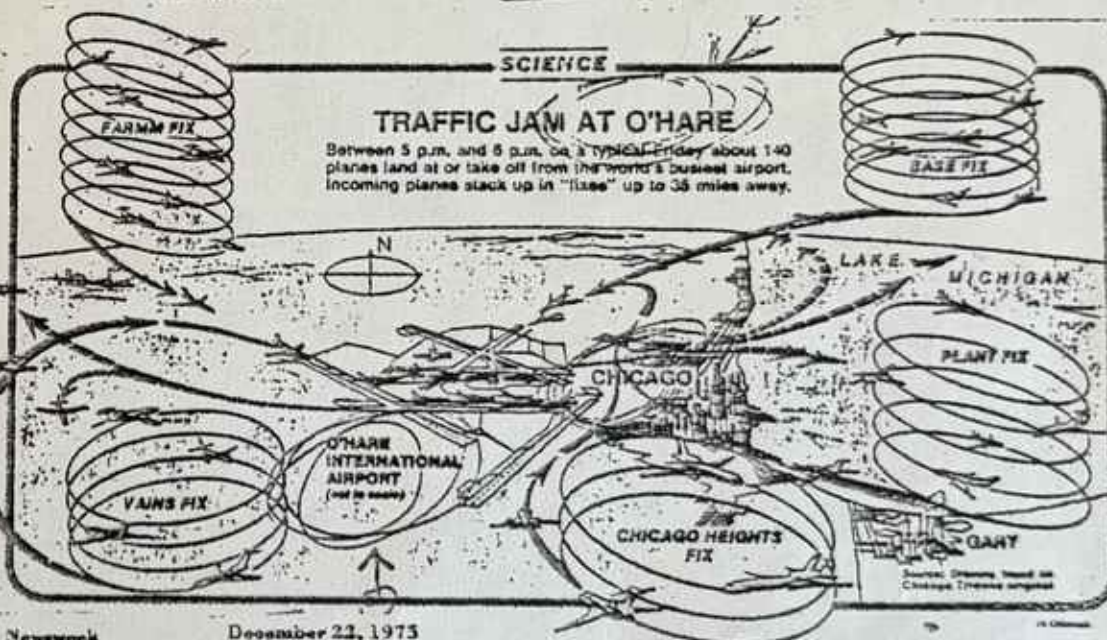
ALTHOUGH IT ENDED with some bone-chilling winds, November will go into the record books as the second warmest November in the last 100 years.

The average temperature over the last 30 days, as recorded by the National Weather Service at Midway Airport, was 47.1 degrees, 3.7 degrees above normal.

The warmest November in the last 100 years was in 1931, when temperatures averaged a balmy 50.

Last Nov. 6, the reading of 73 degrees set a record for a November day, beating the previous high of 74 in 1924.

December was off to a bad start with temperatures expected in the low twenties all day Monday.



Newsweek

December 22, 1975

The Air-Safety Furor

Snow piles up a record

9-inch fall ties up air, auto travel

By William Griffin, CHICAGO TRIBUNE, Nov. 28, 1975

THE WORST Thanksgiving Eve snowstorm in Chicago history swept eastward Thursday, after disrupting thou-

sands of families' plans for the holiday and causing 10 deaths.

A record nine inches of snow fell at Midway Airport, where official figures are tabulated. All but 1 1/2 inches fell before midnight Wednesday, impeding both air and highway travel.

The previous record for Thanksgiving Day was 8 inches of snow remaining on the ground Nov. 28, 1955, from 12 inches of snow that fell on Nov. 25 and 26th. The wagons and buggies of that year did not have to contend with any additional storm on the eve of the holiday.

The National Weather Service said there is a chance of a little more snow Friday. The temperature is expected to reach the low or mid-30s, about the same as Thursday.

THE STORM was even worse in other parts of the Great Plains and the Midwest. Up to 18 inches fell in Nebraska, and the temperature plummeted to 13 below zero at Valentine, Neb.

St. Louis' municipal airport, Lambert Field, was closed for several hours by 10 inches of snow. At Lincoln, Ill., more than 100 motorists sought refuge in motels, churches, and a junior-high school at the height of the storm after scores of trucks and cars skidded into ditches and onto median strips.

Waves 4 to 10 feet high rounded Lake Michigan beaches, and gale warnings were up on most of the Great Lakes. A cold front, reached across the Great Lakes basin into Pennsylvania and New York, and rain mixed with snow fell in upstate New York and Vermont, bringing travelers' distress warnings.

ILLUSTRATION # 13

Lions ax Bears in 'laughter' 27-7

By Don Pierson

CHICAGO TRIBUNE Press Service

PONTIAC, MICH.—Chicago's baby Bears got whipped about as badly as a team can get whipped in the National Football League, which doesn't come close to telling the story.

The Detroit Lions beat them physically, emotionally, intellectually, and every other way you can imagine.

"That's the first time I've ever seen an opponent laugh at the other team," said a shaken and angry Coach Jack Pardee. "That's what they were doing."

The Lions had the Bears "jumping" during the 27-7 rout. See Ed Stone's story, page 4.

out there laughing at us. We looked like a bunch of little boys playing grown men. We just didn't do anything right. How we thought we'd come over here and win without hitting is beyond me.

"THEY JUST OUTHIT US. When you see guys laying around after every play, you know you're not doing the hitting; they're hitting you."

The unusually fired-up Lions started out with tight end Charlie Sanders knocking Wally Chambers silly with a flying forearm and didn't finish until Mel Tom, Ed Edwards, Walter Payton and Bob Asher limped off and Neman Wilson was wheeled off on a stretcher.

Wilson suffered a neck sprain which temporarily cut off circulation to his head, the Bears said. X-rays of the neck were negative and Wilson flew home with the team.

4 dead in Navy ship crash

16 hurt, 4 missing in Mediterranean

GAETA, Italy [AP]—A nighttime collision between the United States aircraft carrier John F. Kennedy and the missile cruiser Belknap in the Mediterranean east of Sicily killed at least 4 crewmen and injured 16, the Navy said Sunday. About 55 men from the Belknap were swept overboard but rescued from the oil-blackened waters. Four others were reported missing.

Newsmen who flew over both ships said the Belknap's superstructure was "a twisted mass of steel and all charred" and that the carrier was caught in a rainstorm hampering search and rescue operations.

One of the correspondents quoted one of the injured, David Vollmer of Waupaca, Wis., as saying after being airlifted to the U.S. Navy air facility in Sigonella, Sicily: "We were trapped below decks, but fought our way to the deck. Ammunition exploded. There were terrible fires."

THE NAVY'S 6th fleet headquarters in Gaeta said three of the dead were from the Belknap and one was from the Kennedy. Five of the 16 injured were reported in serious condition. They were first airlifted to Sigonella and later flown to a Navy hospital near Naples.

The Navy said it took only 10 minutes to extinguish the flames on the Kennedy's massive flight deck, but the fire raged for 2½ hours on the Belknap before being brought under control and the cruiser suffered heavy damage. It was taken under tow by the destroyer Bordelon, bound for Augusta Bay, Sicily. The Navy said the Kennedy would remain in



the area for further search efforts, then return to normal operations.

The announcement of the casualties came after Navy ships and aircraft mounted a search of the collision area.

The Navy gave no explanation for the crash, but Adm. David H. Bagley, commander-in-chief of U.S. Naval forces headquartered in London, ordered an investigation. Citing Defense Department policy, the Navy also refused to confirm or deny whether either ship was carrying nuclear weapons.

THE COLLISION occurred during night flight operations Saturday in what the Navy described as "reduced visibility," indicating at least a partial black-

Continued on page 12, col. 1

Dec. 17, 1975

SCIENTISTS

I sent you a
unique message

not long ago. In it, the
Sci's (UFO's) warned the U.S.
govt. what they would do...
if my (their "ambassador
among humans") situation
is not alleviated!
Since that message to you,
they have gone into action.
Not only ship accidents
but airplane accidents.

So far, they are warning!
Let the U.S. govt. be
warned!

If you think the
Sci's are joking about
all this... see
the Chicago
file!

Owens

P.S. All these ships were
from Norfolk!! (or one of
the two was.) (see my radar
effect in Norfolk area.)

INTERNATIONAL

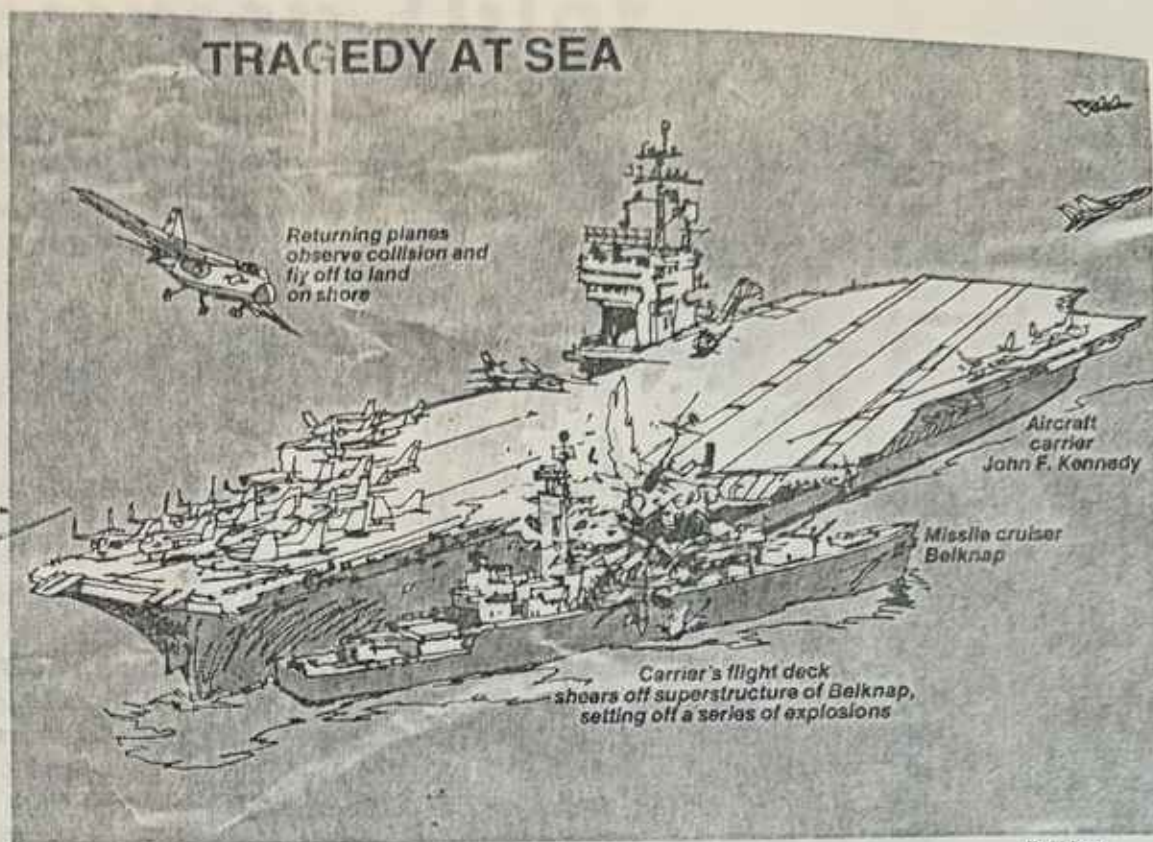
vere. Already, under a new defense law, the army has launched a large-scale offensive against leftists, and in the last three weeks troops have fanned out across the country. Some foreign diplomats believe they are witnessing the first stage of a "creeping coup" in which the military gradually takes power away from an elected, figurehead President. If that prospect is depressing, visitors can seek help from a psychiatrist. A 50-minute session costs just \$2.

—MARK STEVENS with JAMES PRINGLE in Buenos Aires

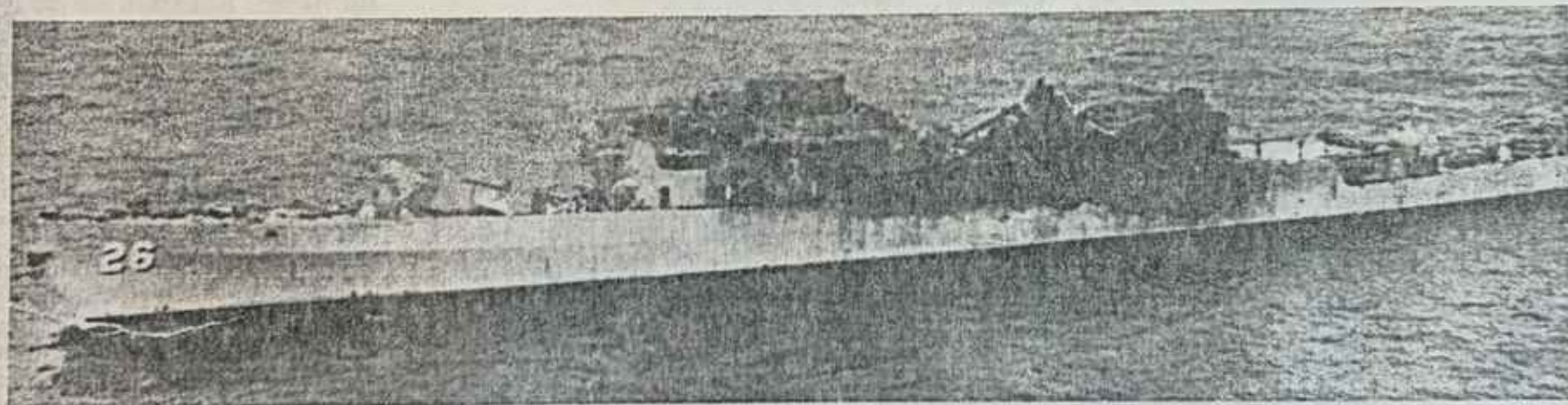
THE NAVY:

Collision Course

For the sailors of the U.S. Sixth Fleet in the Mediterranean, it was a routine maneuver. Jet fighters were preparing to make a night landing on the deck of the aircraft carrier John F. Kennedy, steaming through the Ionian Sea 68 miles east of Sicily. The guided-missile cruiser U.S.S. Belknap, posted 2,000 yards ahead of the JFK, was ordered to circle back into a "plane-guard station," from



An artist's conception of the crash: Routine became disaster



The wreck of the Belknap: A long, shuddering impact followed by hours of fire and explosions

which it could rescue any pilot who crashed into the ocean. But as the two ships drew close, routine turned into disaster. Suddenly the incoming jets veered away from the carrier, and confusion broke out on the decks of both ships. Then came the roar of ripping steel as the two ships collided.

The carrier's overhanging, canted flight deck slashed into the Belknap, shearing off twin "macks" (combined smokestacks and masts) and peeling off her superstructure like the lid of a tin can. The crash "seemed to last fifteen to 30 seconds," a Belknap officer, Lt. Comdr. Rick Foley, told reporters. "There was no sudden impact, just shuddering and vibrating followed by deadly silence." As the carrier swept on, the Belknap lay dead in the water, and 55 sailors, pitched overboard, swam for their lives.

The collision sparked fires on both ships. Within ten minutes, the flames were extinguished on the carrier, but the Belknap continued to burn, shaken by periodic explosions. The destroyer U.S.S. Claude V. Ricketts, one of five other Navy ships nearby (along with a watchful Russian ship that steered clear

of the incident), rushed to her aid. The Ricketts angled in so close that exploding shells from the Belknap peppered her sides. The Belknap's water system was out of commission, so the destroyer's crew passed its own fire hoses across to the cruiser. After two and a half hours, the fire was brought under control. The Belknap was a crippled wreck, but still afloat. Six men from the Belknap and one from the JFK were killed, and 25 other seamen were seriously injured, but escort ships and Sea King helicopters rescued all of the 55 men who had gone overboard.

Theories: The Navy released few details on the disaster, on the ground that its ongoing investigation could lead to courts-martial. Not even the exact sequence of events leading up to the crash was made public. But Adm. Eugene Carroll, commander of the U.S. Navy's Task Force 60, confirmed that the two ships were moving in opposite directions at the moment of impact, sideswiping each other on their port sides (sketch). One widely discussed theory was that the cruiser's sophisticated electronic steering gear went awry, leaving the ship wallowing in the path of her giant com-

panion. Other reports suggested that the Belknap made an improper turn as she headed toward her plane-guard station to the rear of the carrier. At the last minute, one of the Belknap's radarmen told NBC News, the cruiser abruptly changed course. "I think we would have been cut in half if she hadn't," he said.

The lightly damaged JFK stayed at sea after the accident. Late last week, however, it steamed into Naples for a previously scheduled change-of-command ceremony; its skipper, Capt. William A. Gureck of West Hempstead, N.Y., who had been selected for promotion to flag rank, was due to hand over to another officer. As for the Belknap, its commander, Capt. William Richard Shafer of Troy, Ohio, was unable to get the fire-gutted ship moving again and had to accept a tow to a Sicilian harbor. The wounded were flown to military hospitals in Naples and in Germany. The Navy declined to estimate the cost of the damage, but reported that the \$700 million Belknap, built in 1963, would soon limp from Sicily to Norfolk, Va., for a total refit.

—MARK STEVENS with LOREN JENKINS in Naples and JEFF B. COPELAND in Washington

The Virginian-Pilot

ESTABLISHED NOVEMBER 21, 1865

Page A18

Tuesday, November 25, 1975

*

Collision Off Sicily

If the Navy's inquiry into Saturday night's collision off Sicily of the aircraft carrier John F. Kennedy and the missile cruiser Belknap reveals what has been the pattern of such tragedies over the years, a human or mechanical failure, probably the former, will be cited as the cause.

It had been 23 years since an American carrier and escort ship had crashed. Just six years ago, however, the USS Evans, a destroyer, was cut in two by the Australian carrier Melbourne during SEATO maneuvers in the China Sea at dawn, with the loss of 74 Evans crewmen.

In 1952 the USS Hobson, a destroyer-minesweeper, similarly was sliced upon running under the bow of the USS Wasp during night-flying operations in the mid-Atlantic. Hobson suffered 176 dead, among the worst of the Navy's peacetime disasters. The Kennedy-Belknap toll, still unofficial, was less than a dozen; the vastness of Belknap's damage by impact, fire, and

explosions suggests that rescue efforts aboard her and by other ships in the seven-unit task force were heroic.

Details of this latest sea mishap are lacking. But as in the Wasp and Melbourne cases, Kennedy was heading into the wind to launch or receive planes when she rammed the escort. In such a maneuver, all movement in the task force turns upon the carrier's course. Prearranged ship assignments and signals from the carrier govern formation changes.

A long-ago Naval Court of Inquiry determined that Hobson's sinking resulted from "a grave error of judgment" by her captain, who came left into the carrier when he should have gone right and away—a finding that was blemished inescapably by the captain's being among the dead. Court-martials by the Australian and United States navies in the 1969 Melbourne-Evans collision resulted in acquittal of the carrier captain and a reprimand of the destroyer captain. (Five years earlier Melbourne had struck the Austral-

ian destroyer Voyager, killing 85, during flight exercises.)

Judgment in the Kennedy-Belknap crash must await the Navy's investigation. It will be exhaustive. The Navy regards ship mishaps with a severity unmatched in the other services, for no other military command has quite the character of a ship command. In the meantime it may be noted that carrier-task-force operations are complex and demanding, especially when the seas are rough and vision is limited, as in the Mediterranean on Saturday night, and that today's ships are subject finally, for all the electronic innovations in their bridges and other control centers, to the seaman's eye and rule of thumb. And it should be noted that, while this country is blessedly at peace, its sailors and soldiers and airmen continue to risk daily, and sometimes to lose, their lives. Norfolk is home of the Kennedy and Belknap, and the Tidewater communities are their crews' home. Grief, sympathy, and pride are responses here to the accident off Sicily.

Va. Pilot
Dec 17, 1975

Bad Luck at Sea

Na ha - PK attach !!

The weather was pleasant, the seas moderate when the Liberian freighter Drosia sank quickly about 90 miles off Cape Hatteras early last Thursday. A side hatch, it appears, had opened. Sixteen of the crew, including the master, were rescued, eight have been given up as lost.

Breezes continued to be light, although there was some fog, on Sunday when the United States merchantman Vantage Horizon, loaded with corn for Russia, collided within three miles of Cape Henry with the inbound Panamanian collier Daeyang Prosperity. There were no injuries. But the Vantage Horizon took a long gash in her bow and spilled about 2,000 gallons of fuel oil at the mouth of Chesapeake Bay.

Meanwhile, the Navy guided-missile cruiser Albany on Saturday, a balmy and windless day, struck the George

P. Coleman Memorial Bridge at Yorktown. Damage was slight, embarrassment enormous.

Then on Monday the Navy carrier Saratoga collided off the Florida coast with the Norfolk-based Navy oiler Mississinewa, during an underway refueling operation. And on Tuesday two more Navy vessels, the amphibious assault ship Inchon and the oiler Caloosahatchee, scraped hard under similar circumstances off the west coast of Italy. Minor injuries to personnel were reported.

The refueling incidents might have attracted little attention except for the rash of Norfolk-area accidents and two recent Navy carrier mishaps—the tragic collision of the John F. Kennedy and Navy guided-missile cruiser Belknap on November 22 in the Mediterranean and the slight one of the Independence and Navy store ship De nebola two days earlier in the North Sea.

90 Miles Off Fla.

Va. Pilot
Dec. 16, 1975

U.S. Carrier, Oiler Collide; No Injuries

By Virginian-Pilot Staff Writer

NORFOLK—The Mayport, Fla.-based aircraft carrier Saratoga and the Norfolk-based oiler Mississinewa collided Monday off the Florida coast, Atlantic Fleet headquarters in Norfolk announced.

2nd Ship Collision

Revealed

By JOHN STEVENSON
Virginian-Pilot Staff Writer

NORFOLK—The Norfolk-based aircraft carrier Independence and another Navy ship collided Nov. 20, just two days before a fatal crash of the carrier Kennedy and the guided-missile cruiser Belknap. The Virginian-Pilot has learned.

Both collisions were in the Mediterranean. The Kennedy-Belknap mishap killed seven sailors and injured 47.

Described as relatively minor and involving no injuries, the Independence collision never was made public by the Navy. However, in response to queries, spokesmen confirmed Monday that it did occur.

There have been no official pronouncements on what caused two U.S. carriers to have accidents within such a short time.

The Independence and Kennedy are the only American flattops in the Mediterranean, where they are concerned largely with showing the flag and impressing other nations with U.S. might. The fact that both were involved in mishaps in the same week has produced a certain amount of Navy embarrassment, according to informed sources.

Spokesmen said that the ship with which the Independence collided was the store vessel Denebola. Reportedly, the two Norfolk-based ships were conducting under-way replenishment operations when the collision occurred.

The Independence received superficial damage in the area of her No. 3 elevator, while the Denebola's damage apparently was limited to the main deck and above, officials said.

The ships were conducting under-way refueling operations at the time of the collision about 2 p.m. Spokesmen said that there were no injuries and that damage to the vessels was minor.

It is the third collision in less than a month involving a U.S. carrier.

The worst of the incidents occurred Nov. 22 in the Mediterranean Sea when the carrier Kennedy and cruiser Belknap collided. Eight people have died as a result of that wreck.

Spokesmen said that Monday's collision occurred about 90 miles east of Mayport. Both ships proceeded on their assignments after the mishap.

On the Saratoga, there were reports of minor damage to the No. 3 fueling station and minor hull damage above the waterline aft of the ship's No. 1 elevator.

The Mississinewa suffered damage to its No. 2 and No. 4 fueling stations, the port forward gun station, a boom and mast, and a port lifeboat station.

Spokesmen said the cause of the collision is unknown.

Ships must maneuver close together while conducting under-way refueling or under-way replenishment work, and minor mishaps are not uncommon. The Norfolk-based carrier Independence and store ship Denebola were involved in such an operation when they collided in the North Sea just two days before the Kennedy-Belknap collision.

2 Navy Ships Hit in Med; 6th in Month

By JOHN STEVENSON

Virginian-Pilot Staff Writer

NORFOLK—The Navy Tuesday experienced its sixth reported ship accident in a month, and the mishap was promptly followed by a safety warning from the Norfolk-based Atlantic Fleet commander.

Tuesday's collision occurred in the Mediterranean between the amphibious assault ship Inchon and the oiler Caloosahatchee, both from Norfolk.

There were minor injuries, spokesmen said. No details were available.

The two ships were conducting under-way refueling operations off the west coast of Italy at the time of the accident.

There was damage to the Inchon's starboard elevator and to a second-deck compartment. The Caloosahatchee lost its port anchor and received an 8-foot hole on its port side about 15 feet above the waterline.

Both vessels were ordered into Livorno, Italy, for inspection and repairs.

Spokesmen Tuesday said the cause of the collision had not been established.

Shortly after the mishap, officials announced that Adm. Isaac C. Kidd Jr., the Atlantic Fleet commander, had ordered experienced teams to embark upon surface ships immediately "to review fundamental replenishment techniques at sea."

2 Navy Ships In Collision Near Sicily

NORFOLK—The huge aircraft carrier John F. Kennedy and the cruiser Belknap collided Saturday afternoon while on maneuvers in the Mediterranean Sea. An unknown number of crewmen were presumed injured, a Pentagon spokesman said.

Both ships are based in Norfolk.

The Belknap suffered substantial damage, the spokesman said, and there were indications that fires had broken out aboard the ship.

Other ships in the 6th Fleet were sent to the scene, about 70 miles east of Sicily, to aid in rescue and fire fighting efforts.

The Kennedy, with a crew of 4,500, suffered some damage, the spokesman said, but there were no details on the extent. The Belknap has a crew of 350.

Va. Pilot
Dec 14, 1975
Cruiser Albany

Span Struck By Navy Ship

*Radar
demo.*

By MORRIS ROWE

Virginian-Pilot Staff Writer

YORKTOWN—The guided missile cruiser Albany collided with the George P. Coleman Memorial Bridge shortly after 1 p.m. Saturday while en route to the Naval Weapons Station here to offload weapons and ammunition. No injuries were reported.

The collision knocked the southwest swing span of bridge to a two-thirds open position in the opposite direction, locking the bridge that connects Yorktown and Gloucester Point in an open position.

The Navy said damage to the Albany was minor, but a witness to the accident said the cruiser lost some of its antennas and communications equipment just behind the forward missile launcher.

The Navy has initiated an investigation.

Fred Lewis, co-owner and manager of the Wharf Restaurant on the York River in the shadow of the bridge, said, "The bridge looked like it was almost open as the cruiser approached.

"The cruiser was closer to the bridge than ships normally are. Usually the bridge is wide open well before they arrive.

"As the cruiser approached the bridge, it looked like the bridge was starting to close, like they might have been having trouble with it.

"About that time, the cruiser hit the span on the Yorktown side and knocked it about two-thirds open in the opposite direction. I guess it ruined the gears in the draw span and they haven't been able to shut it since," Lewis said.

A State Highway Department spokesman for the Gloucester County Sheriff's office said that it would be sometime today before the bridge could be closed to allow resumption of vehicular traffic.

Highway Department officials were still on the scene late Saturday assessing the damage.

A Navy spokesman said the Albany left the Norfolk Naval Base at 8 a.m. Saturday for the Yorktown Naval Weapons Station.

The collision, the spokesman said, happened at 1:13 p.m.

The spokesman said the Albany will enter the Norfolk Naval Shipyard after offloading for routine maintenance and inspection as scheduled before the collision.

The accident caused traffic to back up on each side of the disabled bridge as much as five miles.

Travelers wanting to move from one side to another will have to drive an additional 1½ hours via West Point until the bridge is closed and operating again.

It is the second time in two years that Navy ships have been involved in collisions with the bridge. In April 1974, the destroyer DuPont scraped the bridge

(See Bridge, Page A6)

Bridge Hit by Navy Cruiser

Continued from Page A1

with her mast as she was en route to the weapons station.

The Coleman Bridge, constructed at a cost of \$9 million, was opened to traffic in May 1952, replacing outdated ferry service.

The Albany was built as a heavy cruiser and commissioned in June 1946. She was

converted to a guided missile cruiser in 1962.

Her home port was changed from Mayport, Fla., to Norfolk in 1974.

Armed with Talos and Tartar surface-to-air missiles, the 673-foot cruiser carries a crew of about 64 officers and 928 enlisted men.

She replaced the cruiser Newport News in February 1974 as flagship of the 2nd Fleet.

- RADAR DEMO -

Ships Readied for Repairs

Dec 16, '75

PORTSMOUTH—The American and Panamanian merchant vessels that collided three miles off Cape Henry Sunday were being readied for repairs in Hampton Roads Monday.

The American vessel Vantage Horizon, loaded with corn and bound for Russia when the collision occurred about 12:30 Sunday, was taken to Chesapeake and Ohio coal piers in Newport News about 1 p.m. Monday.

A survey of the damage to the vessel was under way Monday afternoon, agents for the ship said.

The Panamanian merchantman Daeyang Prosperity, which suffered minor bow damage in the collision, Monday was taken to the Berkley yard of the Norfolk Shipbuilding and Drydock Corp.

The Vantage Horizon took a 75-foot gash

in the port bow and spilled about 2,000 gallons of fuel oil at the mouth of the Chesapeake Bay.

The Coast Guard described the spill, which stretches between Cape Henry and Cape Charles 12-14 miles offshore, as "a light sheen which is dissipating rapidly."

The spill was headed in a northeasterly direction Monday.

A spokesman for Industrial Marine Services Inc. of Norfolk said his firm had been contracted to clean up the spill.

The Daeyang Prosperity, which was able to navigate, had been scheduled to load coal at Norfolk & Western piers in Norfolk for shipment to France.

The Coast Guard said that repairs to the vessel should require only a few days.

The American vessel will probably be readied for drydock, although the Lavino

spokesman said operations to pump out the vessel's 81,000-gallon fuel tank had not begun Monday afternoon.

It was undetermined late Monday whether the vessel suffered damage below the waterline.

The Vantage Horizon, a 650-footer, had loaded the corn in Baltimore and was bound out of the bay when the collision occurred.

A Coast Guard spokesman said a hearing into the cause of the collision will probably be scheduled within a few days.

The Vantage Steamship Co. of New York City said Monday it had no information available on the collision other than that released by the Coast Guard, but that it would send a representative to Newport News today.

The 631-foot Daeyang Prosperity is a bulk carrier.

170 of Belknap Return To a Delirium of Joy

Dec 7, '75

By JOHN STEVENSON

Virginian-Pilot Staff Writer

NORFOLK—They came home Saturday, 170 crewmen from the collision-damaged cruiser Belknap.

It was like Christmas three weeks early, a mania of joy and tears, a reunion of reunions.

Unfortunately, it was a homecoming sparked by tragedy. Eight sailors have died as a result of the Belknap's collision Nov. 22 with the carrier Kennedy near Sicily.

The cruiser, now in Naples, will have to be towed home, and that is why the 170 men were given a flight to Norfolk Saturday. More are expected in Tidewater before Christmas.

Saturday's homecoming plane was a chartered Pan American 707 jet, a sleek aircraft bearing the number 492 and pilot-

ed by a man with snow-white hair. It arrived at 7:05 p.m.

Inside the terminal at Norfolk Naval Air Station was a group of deliriously happy wives and children, fathers and mothers, friends and sweethearts.

"It's the biggest thrill of my life," said Mrs. Frank Kuscan as she waited for her husband, a chief fire control technician, to clear Customs.

A huge banner announced "Welcome home Dad. We love you—Mom, Linda, Bruce, Ricky, and Snoopy."

The men, some in uniform and some in civvies, entered the terminal lobby one by one. The first wore a jeans jacket and carried a seabag over his shoulder. He was greeted by cheers and a woman in a pink dress.

A first-class petty officer told his child

(See 170 Crewmen, Page A6)

Dec. 17, 1975 Scientists

As my letter previously (before all these ship crashes & plan near-misses) pointed out... the \$100,000 would be only a drop in a bucket!

- O -
wenz

FROM THE DESK OF
Mr. Ted Owens (PK MAN)

Box 48
Cape Charles, Virginia
23310

October 31, 1975

TO MY SCIENTISTS.....

In 1971 I determined to drive out all the whites in Africa...save the animals in Africa... and restore Africa to the blacks who originally inhabited Africa. To do this I telepathed to my UFO's and asked permission. They granted it. I set the mechanism in motion (I can take an IDEA and apply psi force to it...then it comes to pass) then I sent in my "prediction" to Brad Steiger and Warren Smith, who published it in their book "What The Seers Predict For 1972", Contempora Books, 78682-125, \$1.25, as follows: "I have set this up in 1971, and the PK should be working up great power for this in 1972. The SI's and I intend to drive out all whites in Africa AND TO STOP THE NEEDLESS KILLING OF WILDLIFE THERE. We shall return the country to its native blacks so that the country can once again become healthy and grow....." (page 140 in book).

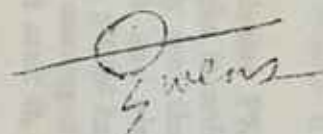
Am enclosing xerox of that very page...also xerox of Chicago Tribune article which just appeared, October 19, 1975...disclosing that the SI's and I have become powerfully successful in our project.

I point this out...as I documented my control of Norfolk, Virginia; control of a radar station; control of Cleveland, Ohio; even control of the country of France -- all these cases documented and in your files. (And now am working on control of Chicago and its environs as a demonstration.)

Sincerely,

Ted Owens (PK Man)

Box 32, Cape Charles, V a. 23310



those who might come later to plunder has been issued by myself to protect animals, birds, and fish all over the world. This type of PK is called "hunter PK" and it envelopes each animal, bird, and fish. Those humans who wantonly and wastefully kill creatures for nonsurvival purposes will thus activate this invisible, deadly shield and release it to track and to punish them in its own time.

In 1971, after I first issued this particular PK project, hundreds of baby seals were killed in Alaska in order to sew up their pelts into fur coats. I had already sent the PK out around the world to protect animals, fish, and birds. Well, when they loaded up all those poor, little, pitiful furs onto a sealboat, what happened? Blocks of ice converged on that boat from every direction, crushed it, and sank it, furs and all. This is how PK works.

Mysterious Forces from Bodies of Water

The SI's have ordered humans to stop polluting lakes, rivers, streams, and oceans within three months time or they will have the bodies of water—which carry a combined intelligence which humans know nothing about—attack human beings in their own way. As of this time, the governments have done nothing, so you might expect all sorts of things going on against humans coming from bodies of water in 1972. This will not be a good year to go swimming, fishing, or boating. It could cost your life.

Rains in Africa

In Africa the rains will come and fill up the empty rivers, streams, and water holes where wildlife go to obtain their water. I have set this up in 1971, and the PK should be working up great power for this in 1972.

The SI's and I intend to drive out all whites in Africa and to stop the needless killing of wildlife there. We shall return the country to its native blacks so that the country can once again become healthy and grow. The animals will then multiply, and Africa can once again become the wonderful "cradle of the Earth" that it once was.

Strange Sonic Signals from Space

In order to demonstrate their powers, the SI's will send out sonic signals to Earth from their four huge space craft stationed around this planet. These signals will cause abnormal insect, animal, fish, and bird behavior. This should be occurring often in 1972, and all kinds of strange things will be taking place which will probably affect your own life in one way or another.

Space Intelligences to Halt Earth's Rocket Programs

In 1972 NASA will be fortunate indeed to get even one rocket off the ground. The SI's have ordered all space work to stop completely until humans have themselves under control.

Suppose you had a farm next to another farm, and on the other farm you could see mad dogs fighting and killing each other. Would you want these mad dogs to make their way over onto your farm? So it is that the SI's want us humans to stay out of space orbit, off the moon, away from other planets until we have grown up enough to stop our own wars and halt our own pollution problem.

In order to keep us on Earth, they have set up a deadly PK attack in space orbit and in outer space, also. They have warned the U.S. Government not to send any more humans up. (At this writing, three Russian cosmonauts recently went up, planning on spending two weeks; they came down in a few days. The newspapers reported both "human and mechanical" trouble. Then the U.S. shot up a \$73 million Mars rocket, two years in the making . . . and it fell back into the ocean. NASA was unable to explain why this happened.) And so it will be.

Trouble in Nevada

It would be wise to stay away from the state of Nevada. The SI's have begun demonstration against the modern Sodom and Gomorrah of Reno and Las Vegas, and all sorts of things have begun to happen—earthquakes, riots, sinking

The white flight from black Africa

A year's exodus

Angola:
200,000 of its 600,000
whites have fled

Mozambique:
100,000 of its 200,000
whites have fled

Rhodesia:
270,000 whites; a record
3,230 have left during
first four months of 1975

Southwest Africa: (Namibia)
100,000 whites; no flight yet

Uganda:
50,000 Asians expelled

Zaire:
30,000 Portuguese, Greeks,
and Pakistanis expelled

Ethiopia:
6,000 whites preparing
to leave

Ghana and Nigeria:
Lebanese forced to abandon
businesses

Kenya and Tanzania:
White farmers forced to
give up properties

South Africa:
4,000,000 whites

South Africa moves to establish
friendly relations with all black
governments—and increases
its military budget

Source: Der Spiegel

(Ha ha ha... no way...
Owens)



Peter Collins-Black Star/Tribune map by William Salovic

mother and children in Lisbon after flight from Angola. Family is one of thousands who have left African homelands since June 25 independence of Mozambique triggered growing exodus.

A historic exodus of human beings is occurring at this moment in southern Africa. After 500 years on the black continent, the last bastions of the white man are falling. Although the continent has seen no Tet offensive and no Dien Bien Phu, what is happening there has been compared to the American disaster in Viet Nam. The once mighty whites have become the lost tribes of Africa as the momentum of the independence breaks the back of white rule. The descendants of those Europeans who conquered the continent with rifle and Bible, sailing ship and ox cart, are beginning to realize that the time has come to say adieu. This historic flight is examined today by the Africa correspondents of Der Spiegel, the West German news magazine.

IN THE Lisbon airport the arrivals hall echoes to the whining of overtired children. Worn-out women complain hysterically: "The MPLA stormed our houses and raped our daughters. That's what the blacks are like."

In a neighboring hall, excited army officers gesticulate and argue with soldiers squatting on the floor. The young men in the combat camouflaged blouses are refusing to fly where the shrieking women have just come from—Angola.

An angry sergeant-major threatens them with court martial. But a bearded captain shows sympathy for the mutineers. "Nobody wants to be the last man to fall in Africa. It is like the Americans in Viet Nam."

Half of the 200,000 whites who formerly lived in Mozambique have already left since it became independent on June 25. More than 200,000 of the 600,000 white Angolans have departed. The remainder are fighting for places aboard ship and offering their houses in exchange for air tickets. But all planes and ships are booked for months ahead.

The exodus could turn into a mass migration if the decolonization spreads to Rhodesia (270,000 whites), Southwest Africa (100,000 whites), and the Republic of South Africa (4 million whites.)

Millions of homeless refugees could flood into western Europe—as happened after World War II—far more than the 950,000 Algerian-French who left North Africa after Algeria became independent in 1962.

The whites are already showing signs of nervousness in the last of the remaining territories they still rule.

Rhodesia, which has always been a land of immigrants, lost a record 3,230 in the first four months of this year. In the future defense planning of the South African Republic, Rhodesia is written off as "gone black." The Rhodesians fear their economy will break down when Mozambique joins the United Nations boycott imposed on the landlocked former British colony.

In Southwest Africa [Namibia], which is currently ruled by South Africa, five American oil concerns have suspended oil-boring operations despite promising finds. Getty Oil explained: "Because of expected political changes."

In a dramatic reorientation of its foreign policy, South Africa is endeavoring

to adjust to the new situation. Last year it turned a cold shoulder to the Mozambique whites who rebelled against the approaching takeover by the Frelimo rebels, and it has since been seeking to establish friendly relations with all black governments. But at the same time Pretoria has raised its military budget to its highest level yet—\$1.37 billion.

The Baas and the Bwana are packing their bags because they anticipate that

Millions of homeless refugees could flood into Western Europe.

the territories which were formerly ruled by strict colonial administrations, will grow into nationhood only through a series of bloody tribal battles, similar to the chaos in the Congo where the whites were the scapegoats. The foreigners fear the revenge of the blacks whom they have oppressed and humiliated for generations. Above all, after centuries of uncontested domination, they cannot imagine living with the blacks as equals which is the only way they can be sure of remaining.

"Black leaders like President Julius Nyerere of Tanzania and Frelimo chief Samora Machel are certainly not racists," says white engineer Raul Teixeira from Mozambique. "But as revolutionaries they want to rob the bourgeoisie of their power and the bourgeoisie in Southern Africa are, after all, whites."

NOT ONLY in Southern Africa. The businessmen, farmers, and engineers in the countries north of Zambesi River are not black but overwhelmingly brown or white. And as much as the independent states welcome white-skinned experts as development helpers for a few years, the old-established settlers will have to go.

President Mobutu of Zaire turned out 30,000 Portuguese, Greeks, and Pakistanis. In Ethiopia, 6,000 influential whites of Italian origin are packing their bags. Thousands of Lebanese in Ghana and Nigeria have fallen victim to the continentwide policy of Africanization. Many white farmers in Kenya and Tanzania have had to give up their properties. Idi Amin chased a few thousand whites, and almost the whole Asian population of 50,000 out of Uganda. The West African state of Sierra Leone wanted to make the mosquito its symbol because the malaria it spreads prevented whites settling there in any numbers.

The whites' nightmare is Idi Amin, current president of the Organization for African Unity, an untypical African leader who gets more publicity by imprisoning a British teacher and sentencing him to death than the Frelimo does when it includes three whites and an Indian in the independence government of Mozambique.

Zambia minister may damn Idi Amin as the "Hitler of Africa" and Julius Nyerere may dismiss him as cloud-walker, but the semiliterate ex-sergeant represents the picture most whites have of black Africans. "That's what you get when blacks take over," say the whites

in the south. But they are plagued by the thought that millions of humiliated blacks have the same love-hate feeling for their masters as Amin has.

A few years ago the idea of a black takeover seemed completely unrealistic. In Mozambique, the Portuguese invested billions in the Cabora-Bassa dam on the Zambesi—a 20th-century monument which they intended to use them-

Portugal's military outposts fell like a stack of cards.

selves. But on April 25, 1974, when the armed services overthrew the Cretano regime in Lisbon, the overseas outposts fell like houses of cards. Whites watched in disbelief as Portuguese soldiers fraternized with Frelimo freedom fighters.

Under pressure of such events, the majority of the whites decided to move with the times. Businessmen in Lourenço Marques sought the friendship of the painter Malangatana, who was regarded as a Frelimo sympathizer. Journalists in Beira addressed each other as "comrade" and demonstratively exhibited on their desks books by the murdered Frelimo founder, Eduardo Mondlane.

In September, 1974, the settlers finally rebelled against the handover of Mozambique to the Frelimo. The former colonial troops intervened on the side of the blacks and Frelimo leader Machel was able to announce that the "gang of

bandits, rowdies, and reactionaries" had been rendered "harmless" by his men "shoulder to shoulder" with Portugal's army. The whites in Mozambique were also shocked by the attitude of their neighbors, Rhodesia and South Africa. Neither sent help. On the contrary, South Africa was adapting to the new balance of power.

Premier John Vorster expressed his sympathy with Frelimo and wished them good luck. South Africa's foreign minister suddenly discovered parallels between the Frelimo fighters and the Boers.

To avoid even the appearance of provocation, Vorster withdrew all military vehicles from the border after the revolt. "The South Africans are concentrating on defending their own kraal only," commented a U.S. diplomat. But their own kraal could soon explode over the inequalities between black and white.

BLACKS IN manufacturing industries earn 70 Rand a month while whites get 335 Rand. In the textile factories, blacks get 45 Rand and the whites 454 Rand. The black majority of 11 million is not represented in Parliament and government, has no right to strike, and is only allowed to live in certain areas.

Nobody was surprised when Frelimo slogans appeared throughout South Africa's suburbs and youthful demonstrators saluted Mozambique's independence fighters.

The police got tough and the authorities censored news reports of the incidents. But at the same time, the govern-

Continued on page 2

10/19/75

The white retreat

Continued from first Perspective page

ment began to remove the "whites only" signs from park benches and elevators. Blacks were permitted to buy houses and land in white "industrial areas." Football players and boxers of different races were allowed to compete against each other.

Even South Africa's Defense Ministry tried to palliate the Baas mentality. Soldiers were warned: "Avoid the bad habit of addressing Bantus as 'apo' or 'haboon' and if a hand is held out to you to shake it. Your hand will not change color."

But the superficial and half-hearted attempt of the government to harmonize life among the different races in the apartheid-state has come too late. Last December, 320 representatives of blacks, Asians, and colored creoles — Protestants and Catholics, trade unionists, and teachers — assembled in the St. Peter's Conference center at Hammanskraal, near Durban. The intellectual elite of the various racial groups discussed a black power strategy. White sympathizers, who in the past had always been welcome, were not admitted even as observers.

The South African government is setting its hopes more on those blacks outside its borders who are already ruling independent states in the north. Premier Vorster travelled secretly to the Ivory Coast to see President Houphouët-Boigny and to Liberia to see President Tolbert. He met leading politicians of other independent states and asked the Liberian to be a go-between in arranging meetings with Kenya's Jomo Kenyatta, Zaire's Mobutu, and Nigeria's Gowon [since deposed by an internal coup].

By making contacts with the black states, Vorster is trying to impress his own black population and prevent his country from being excluded from the UN and isolated from the world.

He is baiting the independent nations

with development aid. The Central African Republic received \$8 million for a luxury hotel. Zambia accepted several thousand sacks of maize during a food crisis. South African antilocust fighters and railroad construction men are working in Mozambique.

Rhodesia, the white-ruled state to the north of South Africa is regarded today by the Vorster government as a "stumbling block for South Africa's foreign policy."

THE RHODESIANS are preparing for a siege economy. Posters warning against enemy spies are in all the bars of Salisbury and other townships — "Don't talk — walls have ears." Women are taking shooting lessons, men between 18 and 22 must complete 12 months military service, and the defense budget has been raised 17 per cent.

"You cannot compare this with Mozambique," said a government official. "There Portuguese were expected to defend the country. Here it is people who live here and have nowhere else to go." Rhodesia has recently started to recruit white mercenaries.

The whites in Southwest Africa also want to fight to retain white control. But their white brothers in Angola, which is scheduled to become independent Nov. 11 have only one idea in their head and that is to clear out. For while the three rival independence movements are engaged in bloody civil war, Portugal's showpiece colony has collapsed in disorder. Food is only able to reach the capital from the hinterland in convoys guarded by military escorts. At least 5,000 people, mainly Africans, have been killed. Whites have demonstrated in front of Government House for an airlift to Europe. The German consul-general is planning to evacuate 1,000 Germans and Austrians.

The flight from Africa has begun.

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Dear Friend:

The NATIONAL TATTLER is once again collaborating with the best psychics in America to peer into the future and come up with predictions for the coming year.

This year we want to get the broadest possible coverage and most complete list of noted psychics ever published.

We seek your cooperation. As a psychic who has established credibility and a following, your views of 1976 and 1977 are valued.

Please jot down three or four solid, specific predictions for events you foresee in 1976 and send them off to us. We also would like a brief biographical sketch, comments on accurate predictions you've made in the past, a description of your methods of seeing into the future and a glossy, black and white photo of yourself.

We would also like to have your forecasts for the state of the economy, politics and life style of the U.S. through 1976, our bicentennial year.

In return for your cooperation, you will be included, photo and predictions, in our New Year special; your address and phone number will go on file so that we can contact you at a moments notice for other stories.

Our lists of competent psychics are incomplete, so if you know of any other individual who is also a good sensitive who has a record for accurate predictions, ask them to send in similar materials as well. Material must be received by November 1, to be included in the New Year edition.

Sincerely yours,

Cliff Linedecker
Articles Editor

NEW YEAR'S PREDICTION ROUND-UP

Globe News Service is now compiling a special 1976 New Year round-up of predictions from top psychics around the country for submission to one of the leading weekly news tabloids. As you probably know, this can be a valuable source of publicity and exposure for your prophecies and endeavors as a seer.

To be included in this year's round-up, submit five or six detailed prophecies on forthcoming events of major importance that you foresee in the year 1976. Predictions on politics, energy, financial trends, disasters, scientific discoveries and celebrities are of particular interest to average readers, but feel free to elaborate on any significant matters.

If you have made any important predictions that happened during the past year, please mention them in your accompanying letter. Include a few biographical lines about your background and one or two clear, glossy black and white photos of yourself.

Please note that your material should be in the mail to us no later than November 10, 1975. This is not an arbitrary deadline set to annoy you but one that we must follow in order to meet definite production schedules. If you do not want to be included, let us know so that we can arrange for another seer to fill in for you.

Send your predictions and bio material to: Globe News Service, c/c Editorial Dept., P.O. Box 7464, Burbank, California 91510. Should you have any questions about the 1976 round-up, or suggestions for possible features about yourself during the next year, I can be reached at that address.

Thanking you in advance, I shall look forward to your early reply. Best wishes.

Yours sincerely,

Rita West

Rita West,
Editorial Assistant

Results
x

7-D¹² F¹²

COST COPY

Nov. 20, 1975

Dear Dad

It has been some time since I last wrote you - and much water has gone under the bridge or such as the saying goes -

Sir, I want to tell you about mother - last December - after Christmas - mother came down with a intestinal virus - her condition worsened and for the first time in her 76 years she was forced to go to the hospital - her condition was very grave - dehydrated - no pulse to speak of - fingers blue - Peritonitis well set in, yet she was still conscious - Doctors gave me no hope but an immediate operation was necessary to repair a ruptured intestine - To the amazement of the doctors she survived the operation + Two later ones during a 4 month stay in the hospital -

(over)

Feb. it is against Hospital regulations
to have anything around your neck during an
operation — However no one noticed the
red disc around mother's neck during the
first operation — mother is now home
and slowly gaining her strength — all faculties
& organs working — Doctors involved
at Shady Side Hospital Pittsburgh — call
her The miracle Lady — Her Disc is
most precious to her — I've only
given the highlights — thought you
might be interested.

Now — the problem at hand —
broken & lost Discs — Antonette's,
Armand's, Mary's, mother (Annie), Rosanna's
mine's OK yet — a spare or two wouldn't
hurt.

Sincerely

William J. Terrell

P.S. The money order I never used
returns to you (Smith).

TERRELL

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