

• Editorials

• Amusements

• Radio-TV

Benning Emerges as Leading Aviation Center; Lawson Field Now Sixth Busiest in The Nation

Increased Traffic Volume Demands Area Radar Unit

BY JOHN COOMBES
Staff Military Writer

No long-stemmed airline hostesses walk its halls, and the celebrities who pass through its V.I.P. lounge are soberly dressed in Army green: mostly general officers, with a smattering of top Defense Department officials.

Even so, Fort Benning's Lawson Army Airfield is today the sixth busiest airport in the nation, and by the end of the year may move up to fifth or even fourth place.

Based on the Federal Aviation Agency's criteria for counting "operations," Lawson, at the end of September, ranked just behind New York's John F. Kennedy International (formerly Idlewild) which was then the fifth busiest airport in the nation.

This was a tremendous increase over 1963 when Lawson counted 260,050 operations to rank ninth in the nation. This year, the field counted some 28,000 operations in June alone.

Thus, by the end of 1964, Lawson may rank fifth, perhaps fourth, in the nation. And these past, and projected future totals, are exclusive of the thousands of training operations which revolve around Fort Benning's six or eight helicopter pads and fixed wing airstrips used by the Army's multi-winged 11th Air Assault Division.

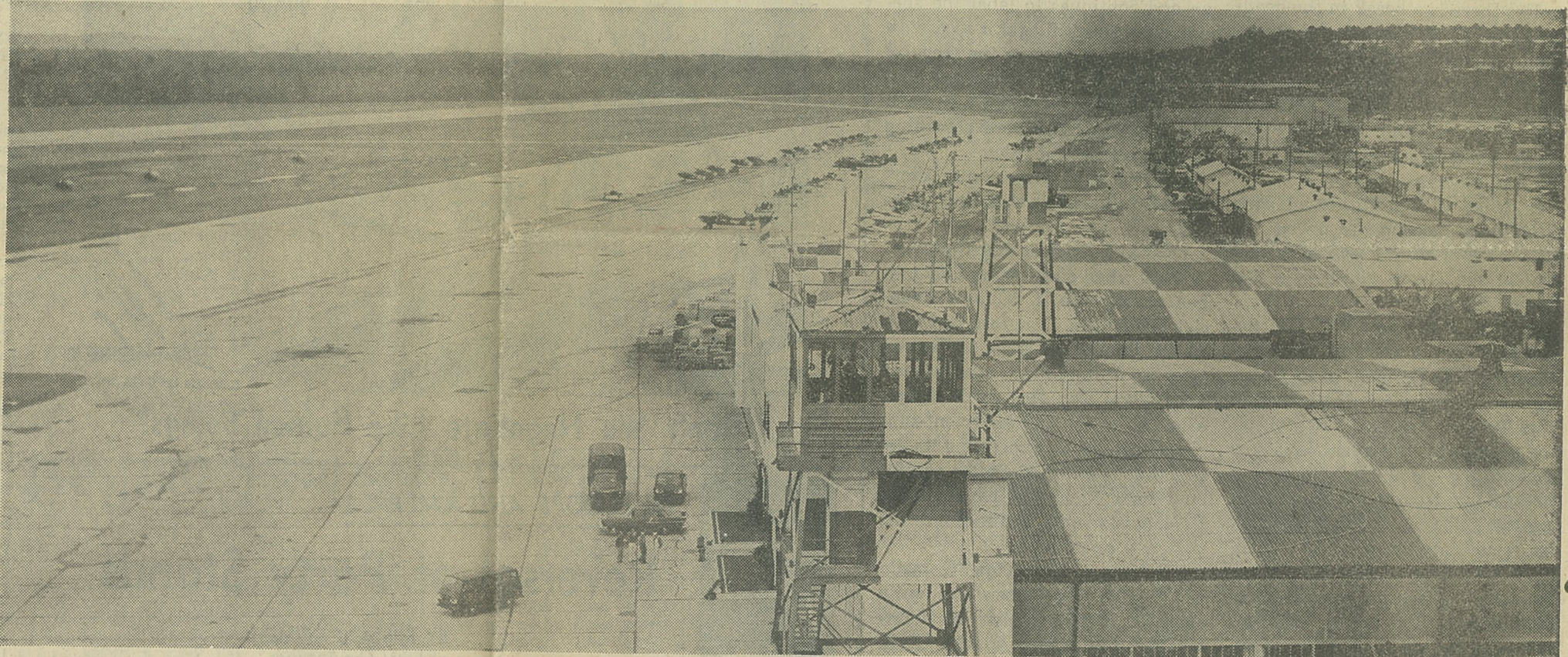
Not only is Lawson's traffic volume increasing by leaps and bounds, but, since the formation of the Air Assault Division in February of 1963, Fort Benning has emerged as a leading Army aviation center.

Some 650 aircraft of all types are currently based at

limit visibility and incoming and outgoing aircraft are forced to operate on instruments.

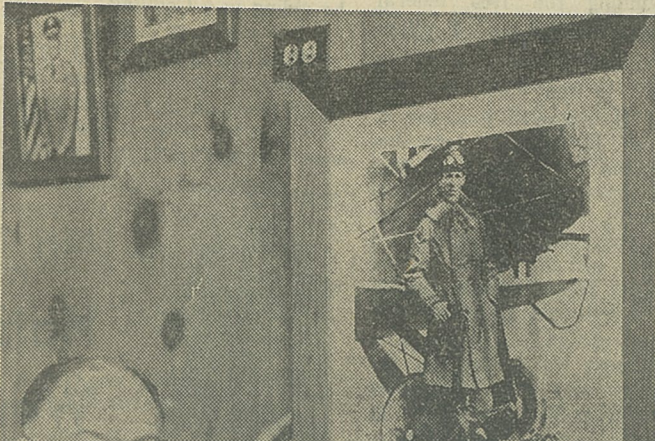
During periods of poor visibility, safety measures demand that aircraft be spaced even further apart which in turn results in long delays between incoming and outgoing flights both of which could be more speedily and safely handled with an area radar control facility.

The Federal Aviation Agency has a plan to install a radar control center to serve this area, and, with the increase in Lawson's traffic volume the Department of the Army has urged the FAA to give priority to establishing the facility. But, the FAA's plan has not, so far, materialized.



FAMILIAR OLD LAWSON FIELD TOWER AND OPERATIONS BUILDING WILL GO WHEN NEW \$5 MILLION AIRFIELD EXPANSION BEGINS AT POST
Runway Will Be Extended to 9,000 Feet to Take Fastest, Heaviest Jet Cargo and Troop Carriers and New Tower and Operations Center Constructed

Staff Photos by Robie Ray



Lawson Dates Back to Balloon Era

But Oldsters
Would Not
Know It Now



Old-time infantrymen who

many, if not more than are based at the Army Aviation Center at Ft. Rucker, Ala., and the other principal Army aviation training centers.

With the continuing growth of Army aviation, and the importance of Fort Benning as a strategic troop center, Lawson's facilities will soon be expanded so that it will be capable of accommodating the fastest and heaviest jet aircraft in the Air Force's cargo and troop carrier fleets.

A \$5 million extension will give Lawson a runway of 9,000 feet, long enough and strong enough to hold the Air Force's huge, new C-141 "Starlifter" troop carriers which might be used to lift the Strategic Army Corps' 2nd Infantry Division from Fort Benning to a "brushfire" war anywhere in the world. And a new control tower and operations building will modernize the Fort Benning field's facilities.

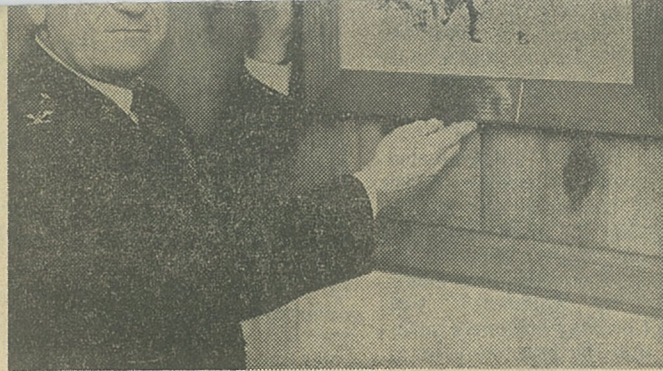
But, while these additions will boost Lawson's strategic capabilities, they will do nothing to alleviate the field's and the immediate area's air traffic control problems.

They will, in fact, dramatically emphasize the need for an area radar control system to track and help direct all military and civilian aircraft operating in and around Lawson and Columbus.

Lack of an area radar control facility means that aircraft entering or leaving the Lawson - Columbus control areas have to be "stacked" or separated by time and height differences, and even then ground controllers have no positive information on a plane's exact position.

The lack of an area radar control facility in which the position of each aircraft would be shown on a radar screen, creates a most unsatisfactory situation in an area like Lawson-Columbus where the volume of air traffic is growing daily.

And the situation becomes especially critical at those times when weather conditions



LAAC COMMANDER COL. CURTIS HANKINS
With Photo of Ace, Capt. Walter R. Lawson

Aviator Hankins Runs Taut Field

Lawson Army Aviation Command, which runs the nation's sixth busiest airport, provides the training base for some 200 aviators on the staff and faculty of The Infantry Center is headed by a no-nonsense aviator with a crack combat soldier's record.

Stocky, red-haired Col. Curtis L. Hankins is a Master Army Aviator and a marksman of considerable renown. He is one of only two field grade officers in the United States Army who is permitted to wear both the rifle and pistol Distinguished Marksman badges.

In the three years he has headed LAAC, Hankins has seen the number of aircraft based at Fort Benning more than triple — from 150 to some 650.

An experienced and skillful aviator, it has fallen to Hankins and his Airfield Operations Officer, bright, young, Maj. Lemuel M. Thomas, to coordinate Fort Benning's rapidly growing traffic volume with the Federal Aviation Agency's air traffic control staff in this

area and work out air traffic patterns.

Despite the demands which active theaters like Viet Nam have made on the Army's supply of air traffic controllers and supervisory personnel, Hankins and Thomas have kept their operations staff working at peak efficiency safely bringing in aircraft in all weather and around-the-clock.

When Sky Soldiers of the 11th Air Assault Division, and Fort Benning's 2nd Infantry Division were recently brought home from an 11-week test maneuver in the Carolinas in a massive Army - Air Force airlift, LAAC ground men operating the field's instrument landing system guided in dozens of huge, Air Force C-130 (Hercules) transports at the rate of one every five minutes, and sandwiched troop-laden Caribous of the 10th Air Transport Brigade in between.

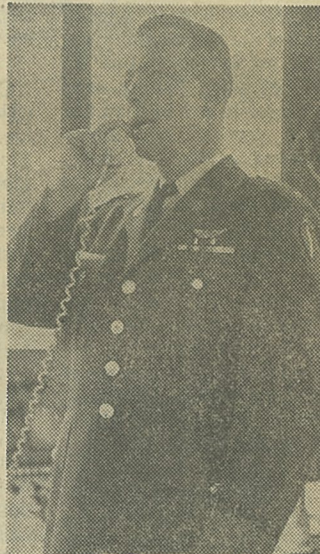
The continuous cycle of landing and takeoffs kept controllers at their consoles around the clock with Hankins and Thomas hovering in the background throughout days and nights.— J. C.

Remember Lawson Field as a grassy clearing where Army observation balloons were launched to test their value as platforms from which to spy upon the enemy, would pale at the sight of some of the strange craft which nowadays hover over the runways of the sixth busiest airport in the United States.

For, nowhere in the world is there such a varied assortment of military aircraft as at Fort Benning today.

On a recent typical day, a Flying Crane helicopter, which looks like a giant Praying Mantis, landed, released its bus-body like "People Pod" in which it can carry troops, casualties, or a full staffed command post, and roared away on a new training mission in which it picked up a deliberately stranded Mohawk surveillance plane and carried it to a repair point like a huge, ugly insect taking home a victim to its lair.

On the runway, a string of fully loaded Caribous, the Army's Canadian-built workhorses, awaited permission to take off — a feat they per-

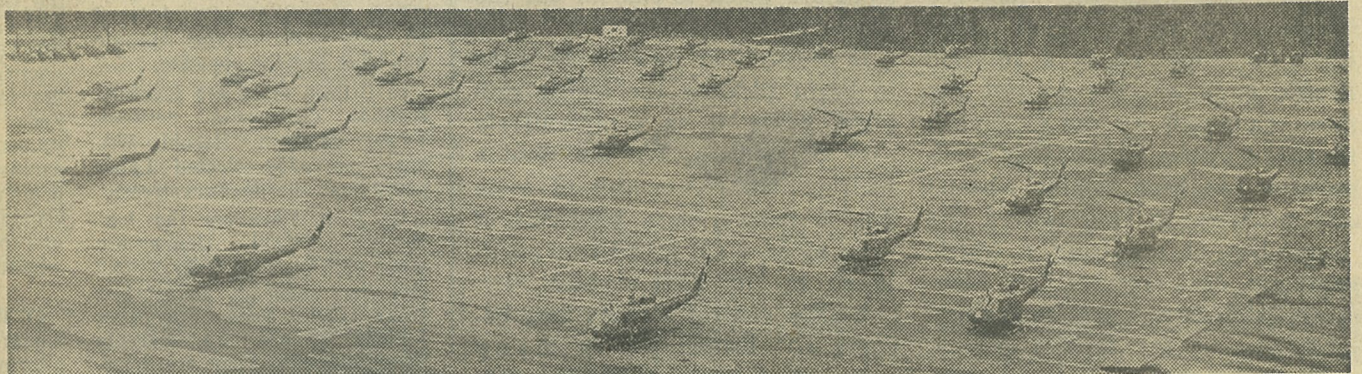


MAJ. LEMUEL THOMAS
At Tower's Console



AIR ASSAULT DIVISION'S MOHAWK SURVEILLANCE AIRCRAFT AT MCKENNA STRIP
McKenna Has Own Tower (Right) and Training Flights Are Not Counted on Lawson's Log

CARIBOUS OF 10TH AIR TRANSPORT BRIGADE ON NEW PARKING APRON NEAR LAWSON
In Background Are Chinook and Flying Crane Helicopters of Transport Brigade



INDOMITABLE 'HUEYS' OF AIR ASSAULT DIVISION'S 229TH ASSAULT BATTALION
They Operate From Leyte, One of Post's Six to Eight Helipads and Strips

formed in an incredibly short run.

And overhead passed a twin-rotor Chinook, a couple of indomitable "Hueys", and a tiny observation "chopper" — a 11 members of the Army's growing family of cargo and combat helicopters which the 11th Air Assault Division has brought to Fort Benning.

In short, Lawson's come a long way since the balloon era.

The field saw the last of the Army's balloonists in 1921, and The Infantry Center relied on the then Army Air Corps base at Maxwell Field, Montgomery, Ala., for its air support until 1931 when Flight "B" of the 16th Observation Squadron moved into Fort Benning with three Douglas O-25's.

It was then that the landing ground was officially designated Lawson Field in memory of Capt. Walter R. Lawson, Georgia's own World War I fighter ace, who died when his plane crashed at McCook Field, Dayton, Ohio, in 1923, while taking off in a severe storm.

In the "thirties" the WPA constructed the first runways and hangars at Lawson, and the Army assigned two autogyros — forerunners of the modern helicopter — to Lawson for testing.

In the 1940s the field became famed as the birthplace of the Airborne. The first jump by military personnel from a military aircraft was made over Lawson on 16 Aug. 1940. And on 29 Aug. 1940, the U. S. Army's first massed airborne jump — involving the entire Airborne Test Platoon — was made over the field.

In the same year, the field became an independent operation under the direction of the

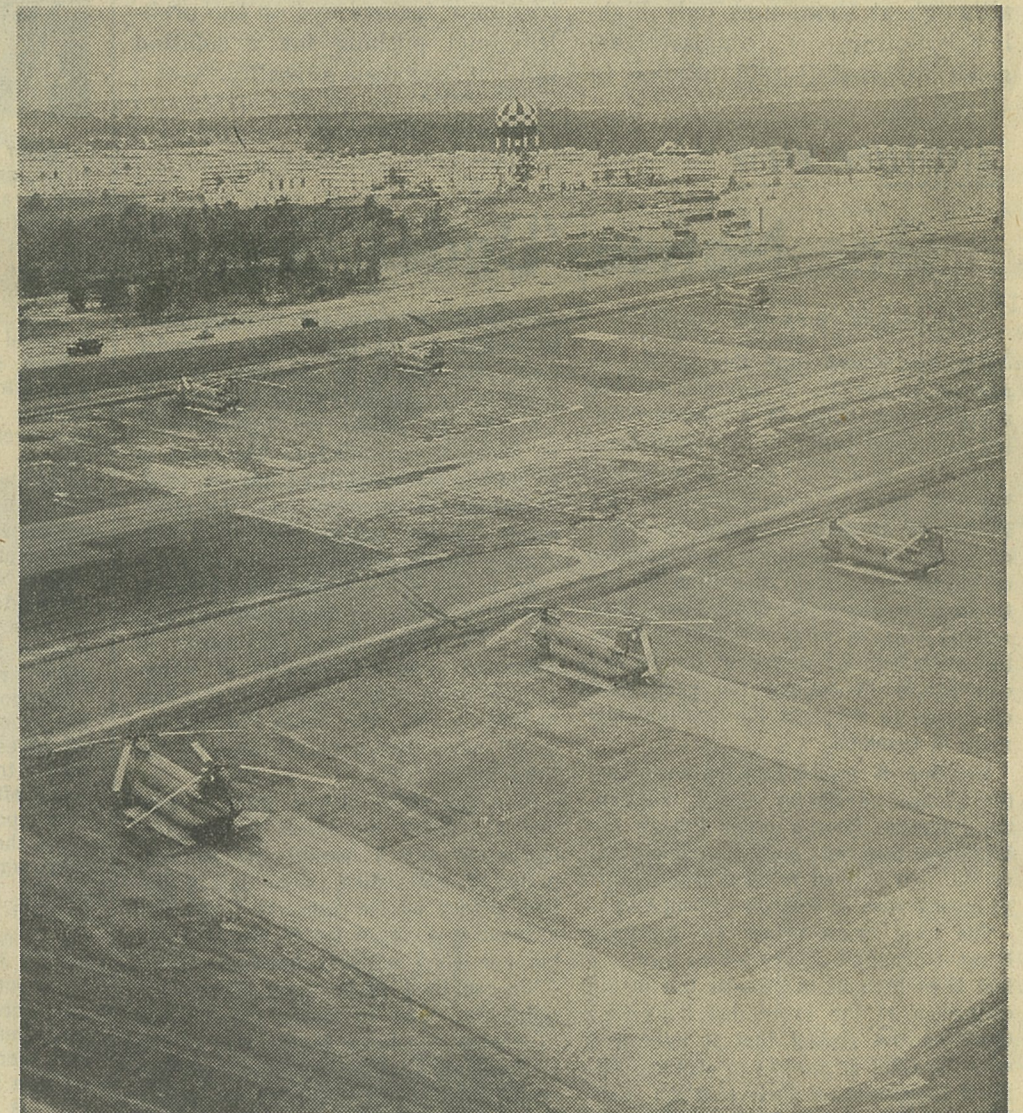
Army Air Corps. It remained under Air Corps - Air Force control until Feb. 1, 1955 when it was returned to the Army.

Today, the one-time balloon site is a highly sophisticated airport with plans for permanent expansion into one of the

Army's leading aviation facilities in the continental United States.

In addition to its airport activities, Lawson Army Aviation Command also provides the training base for some 200 aviators on the staffs and fac-

ulty of The Infantry School and The Infantry Center. Its flight standardization department turns out some of the finest instrument pilots of rotary and fixed wing aircraft found anywhere in the world. — J. C.



NEW CHINOOK HELICOPTERS PARKED ON MUNSAN HELICOPTER PAD
Buildings Are Part of Barrack Complex at Fort Benning's Kelly Hill

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IN THE UNITED NATIONS

Time of Testing

Unless there is a last-minute development, world attention will be focused on the United Nations day after tomorrow. Some believe that unless there is a break in the deadlock over U. N. finances and voting rights, the first call of the roll on Tuesday will plunge the world organization into a conflict so bitter and profound and complex that there could quite conceivably be no real Assembly session at all.

Involved is \$123 million of back dues and assessments owed by U. N. members, of which nearly \$55 million stands charged to the Soviet Union.

Article 19 of the U. N. Charter provides that a member state "in arrears in the payment of its financial contributions . . . shall have no vote in the General Assembly if the amount of its arrears equals or exceeds the amount of the contributions due from it for the preceding two full years." The Soviet Union would need to pay \$5.8 million by Tuesday and another \$21 million by Jan. 1 to escape application of that clause. Six Soviet satellites and Yemen are also delinquents. France and 21 other countries will be in default by January unless their installments are paid.

The Soviet Union has maintained all along that it would refuse to pay the assessment for U. N. peace-keeping in the Congo and the Middle East. Russia claims the assessment is illegal. The U. S. disagrees and has an International Court opinion to reinforce its arguments — an opinion which the

Assembly itself endorsed earlier this year.

The Soviet Union, in the face of world opinion, refuses to pay up and continues to label the special assessments illegal. Faced with the loss of its vote in the General Assembly, the Russians pout that they will pick up and go home if they can't play the game according to their own set of rules.

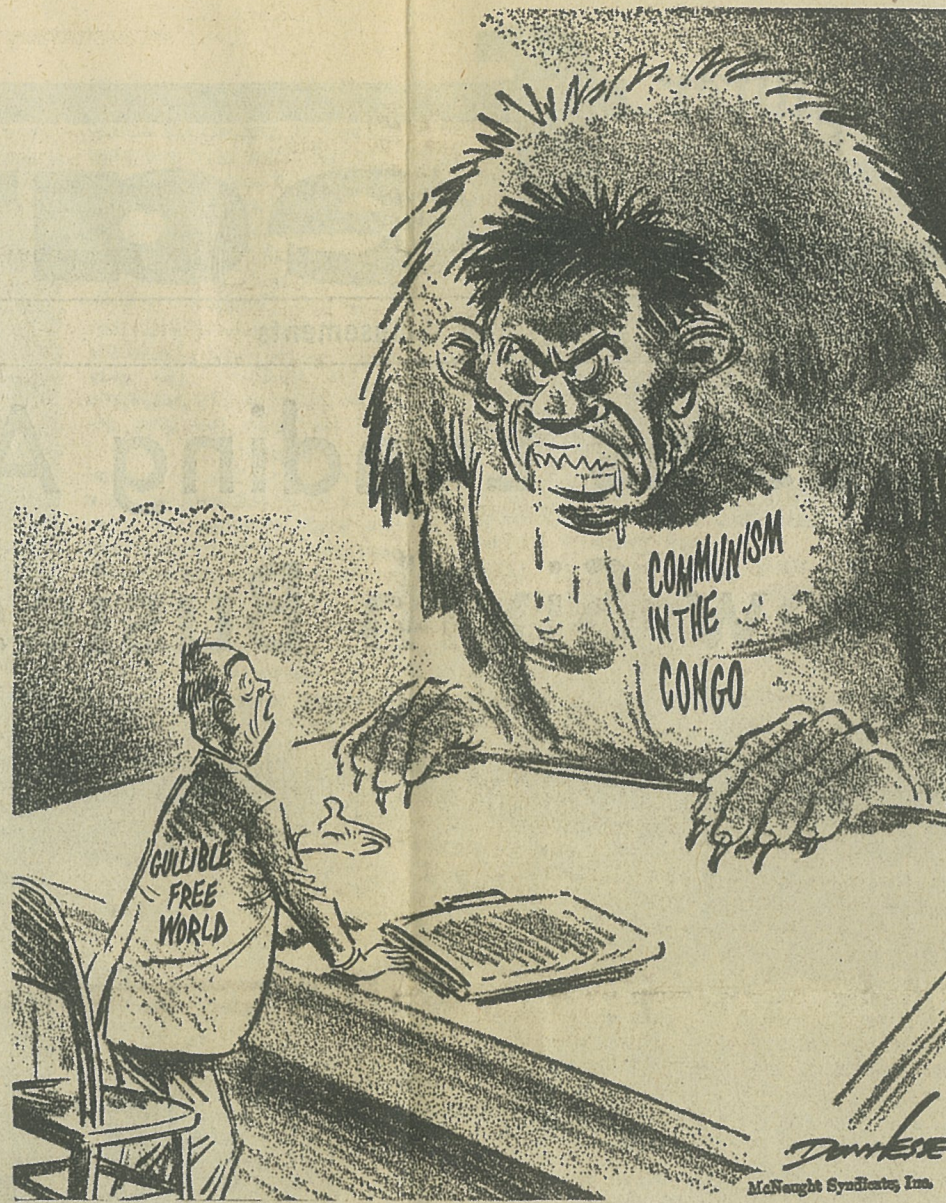
Any effort at compromise short of a realistic approach to this problem will not sit well with the American people or the Congress. In 1962, when authorizing \$100 million to help the U. N. meet financial difficulties, Congress had called for immediate steps to "assure prompt payment of assessments." Then just last August Congress adopted a State Department-supported resolution expressing its desire that the United States continue efforts to obtain payments of U. N. assessments. In the House the vote was unanimous.

The State Department made the United States position quite clear in mid-November by withholding any pledge to the U. N. aid programs until after this issue is settled on Tuesday.

It is all too evident that freedom for U. N. members to pick and choose which expenses they will pay will make a fiscal wreck of the organization.

The time has come for the U. N. realistically to face up to this issue. The world organization will be further weakened unless this problem is resolved.

Growing Traffic Problem



'Can't We Negotiate Like Human Beings?'

IN EUROPE AND AMERICA

Reversal of Party Stands

BY MILLARD GRIMES
Editor, The Enquirer

EDITOR'S NOTE: Roscoe Drummond is guest columnist today in place of Enquirer Editor Millard Grimes, who is on vacation.

BONN — There is a lesson here in Europe for the defeated Republicans in the United States.

The opposition parties in West Germany and in Britain have both gained strength by moving nearer to the center, while the Republican party under Sen. Barry Goldwater was disastrously defeated by moving away from the center.

Until 1964 the political par-

ernment with the CDU would not be surprising.

WHILE THIS coalescing of the political groupings has been proceeding in Western Europe, 1964 has seen the American political parties pushing further apart because Sen. Goldwater took the Republicans so far to the right.

In a word, while right-left differences have been moderated—indeed, nearly obliterated—in Europe, right-left differences between the present leaderships of the Democratic and Republican parties in the U.S. have grown to a degree nev-

The SPD now holds promise of winning the 1965 federal elections, not because it offers a "choice" instead of an "echo" to the CDU, but because it doesn't. Because it was an ideological party between the wars, the SPD was never given a mandate to rule Germany. Today it has a good prospect of winning such a mandate because it has ceased to split the German people into a left-right grouping.

The Christian Democrats, who have ruled West Germany for 15 years and over whom the aged Konrad Adenauer is



VALLEY ECHOES

Takes Time to Stop Racing Your Motor

BY TOM SELLERS

Ever since the election folks have been stopping me on the street and saying, ain't it quiet? Yes, I reply, a peace that passeth all understanding. Ain't it sweet?

Democrats have been murmuring nice things about Goldwater, now that he's beaten, and Republicans vice versa about Johnson. Well, after all, they've got to live with him. And the columnists have reshaped the election results so many times their efforts remind me of what's left of a big Thanksgiving turkey.

I reckon most of us are just trying to wind down until after Christmas, but it takes a while to stop racing our motors.

MOST DAYS THE weather will furnish a writer some grist for his literary mill. Maybe a cold front's not as sexy as politics, but it's better than nothing. Joel Smith of The Eufaula Tribune used the weather dodge in a column last week — he got to writing about the recent severe drought in parts of the east and Midwest, and this put him in mind of a character named T. H. Osteen, a retired textile employe, who is reported to be a water witch.

That is, Mr. Osteen inherited the natural gift of being able to find water where all others fail. (No, Alvin, not gold water. I don't think this kind has a color.)

Editor Smith figured if he could get the 78-year old Mr. Osteen to form a partnership, they'd head up East and conjure some wells out of the ground for the thirsty dairymen and farmers—for a price. Name of the firm would be Water Witch Inc., and they'd be in business, says Joel, with only a cheap bundle of willow sprigs. Next time you see ole Joel he might be riding in a Cadillac.

WINK BLACKMON of The Opelika Daily News has another gimmick that works pretty well when news is slack. He sees where officials in Washing-

ton have said something, and he writes 'em a letter. Recent published examples have been letters to Postmaster General Gronouski, and to the director of the U.S. Census Bureau.

The first was in praise of Gronouski's pledge to turn that "wrong-way horse" around on postmen's shoulders, and the second dealt with the matter of the Census Bureau trying to find out why ex-GIs didn't like the service. ("The older an ex-GI gets, the more glamorous his former military life becomes," says Wink.)

This sort of column can be written indefinitely, as there is never a day in Washington when somebody isn't pointing with pride, viewing with alarm, or asking a silly question. (I wish I had thought of Wink's idea first, then I wouldn't have to be struggling so hard with today's Valley Echoes.)

ONE FELLOW WHO never seems to have any trouble writing a column is Boots Birdsong, the friendly dog man of Woodland. I used to think he copied his stuff out of an old Joe Miller joke book, but he'd have run out of laughs before now if that were the case.

At any rate, Joe Miller died long before television, and Boots emerged the other day in The Talbotton New Era with this one: "It's the truth, folks. I thought my wife and I were perfectly mated until the TV set broke down — and we had a chance to talk."

Boots claims he almost ran over a man on his way to work one morning, and he thinks the near-victim was a natty Californian? Why? Well, I heard the fellow mumble something about the sun at the beach.

Boots never reveals the source from which he draws material. But I've always figured his dogs tell it to him. I mean if anybody in the Valley make a dog talk back it be Boots Birdsong. . .



BEEN THINKING

Nation's Origins Were 'Under Gc

More and more people are coming around to the view that Columbus needs an engineer to deal with the community's increasing traffic and parking problems.

Only last week the Muscogee Grand Jury reiterated its belief that Columbus needs a fulltime traffic engineer. The subject has been discussed by the Columbus Board of Public Safety. City Commission has been talking about the problem, looking toward the possibility of acquiring a traffic engineer. Just recently City Manager Ralph Sayers said he is shopping around for such a person.

There has been a noticeable increase not only in the number of cars on the streets of Columbus, but also in the amount of traffic congestion. All of this will be particularly noticeable during the heavier-than-usual Christmas shopping period.

Columbus' traffic problem, although at times now only highly irritating, is comparatively small to what it will become in

the months ahead. The number of cars on the streets is not going to decrease. Rather the growing car population is bound to compound the traffic problem, unless steps are taken to smooth out the flow.

It seems that now is the time to begin tackling the traffic problem while it is comparatively easy of solution. We are now a metropolitan community of some 250,000 people, with prospects of even more rapid growth in population in the next decade.

Traffic control already has become a full-time job in many other cities our size. Traffic congestion and traffic flow are being studied by people trained to cope with these problems.

It is not merely enough to hire someone to come into the community, make a quick survey, then leave behind a set of recommendations. It will take someone turning a trained eye on the problem, and pushing for a solution until it becomes a reality.

constantly together, largely because they have never divided on ideological grounds. The European political parties have stood far apart because of deep ideological differences.

This year the political trend on both sides of the Atlantic has been just the opposite.

In Britain there are few substantial differences between Prime Minister Harold Wilson's narrowly elected Labor party and the Conservatives.

In West Germany the burgeoning Social Democratic party (SPD) under Willy Brandt and the Christian Democratic party (CDU) under Chancellor Ludwig Erhard are scarcely distinguishable. They are drawing so near together that, if the SPD becomes the majority party next year — as seems quite probable — a coalition gov-

ern scene.

Here in West Germany this contrast is particularly noticeable.

The Social Democratic party is today almost as moderate as the George Meany wing of the AFL-CIO. It has shed all of its pre-war Marxism, most of its doctrinaire socialism. Under the leadership of Brandt and Fritz Erler it has abandoned its earlier hostility to NATO, its pacifist push for unilateral disarmament, and is a strong advocate of European unification and the closest possible Atlantic alliance.

IT IS ESSENTIALLY a labor party, but it is not intent upon altering any of the fundamentals of the strongly free enterprise economy which Erhard did most to bring about in post-war Germany.

al and party rivalries. Partly for this reason, the CDU has lost heavily in five major state elections in the past two months.

THE SPD VOTERS are mounting steadily. It received 36 per cent of the total vote in 1961 and today the polls show that it is the biggest party in the country, a position held continuously by Adenauer's CDU since Germany became a sovereign state in 1949.

The third German party, the Free Democrats, remains a small splinter party because it is so far to the right — outside the consensus of German politics.

Obviously the Republican party can draw a lesson from Europe as well as from the U. S. Presidential election.

ANOTHER VIEW

One Nation 'Under God'

Charleston News and Courier

For the second time this month, an agency of the U. S. government has acknowledged belief in a Supreme Being as official policy in this Republic.

The Supreme Court's decision upholding the phrase "under God" in the Pledge of Allegiance follows by a few days President Johnson's proclamation of Thanksgiving Day as a time for national acknowledgment of the Deity. Both actions confirm what we believe to be the overwhelming desire of the American people to combat the communist campaign to suppress the spiritual element in mankind.

We find it ironic that in sustaining the pledge as fit for school children, the Supreme Court's order follows the argument that this is not a religious exercise. God without religion seems to us as incongruous as religion without God.

The case came before the Supreme Court from New York, where lawsuits had been brought to prevent use in the classroom of the expression "under God" on the ground that it interfered with the right of parents to oversee religious instruction of their children. Earlier, the Supreme Court had ruled that prayers and Bible reading as a part of

devotional exercises are unconstitutional. Admission of the phrase "under God" thus had to be classified as non-religious to maintain legal consistency.

Maybe we should not quibble over an apparent contradiction. The court in its infinite mercy at least has not totally barred the Almighty from the classrooms of the nation, though it has sharply limited the form of worship.

As we see it, the separation of church and state applies to denominational doctrine. In this country, the theory of separation was not intended to outlaw religion or to forbid expression of a basic faith in God. The motto "In God we trust" never has been repealed by the Congress.

In a period of history when a vast and aggressive movement is sweeping the world into a mental and spiritual prison of materialism, even such a limited victory as the Supreme Court has granted is a cause for thanksgiving on the eve of a national holiday.

We can think of no more appropriate conclusion than to recite the pledge: "I pledge allegiance to the flag of the United States of America and to the republic for which it stands, one nation under God, indivisible, with liberty and justice for all."



OUR TOWN

Federal Service Costliest to Us

BY W. C. WOODALL

As an ardent fan of the post office, and one keenly appreciative of all the benefits that our wonderful postal system gives us, wish to record my pet peeve that the post office seems answerable, in Washington eyes, to a large part of the government's financial woes.

First, a word about our local post office before proceeding to explode with righteous indignation over what is basically a strange situation. To begin with, we have a beautiful federal building in Columbus, of which we should be, and are, very proud. It is not just a large, square drygoods box such as you find posing for post offices in some other cities, for its distinctive architectural lines have grace and beauty.

The boys there give us friendly, accommodating service at all times, and we feel quite at liberty to ask any favor of them — and often do.

Our post office lobby is just about the most sociable spot in town, and we expect that more people meet and exchange friendly greetings there than at any other place you could mention. A drugstore is supposed to be about the most sociable of our mercantile institutions—the soda fount and affiliated services account for much of that—and the post office, in that respect, is equal to just about 12 drugstores, all rolled up together.

A post office box is one of the greatest investments you can make on earth; it has all the thrills of going fishing—and is much easier to get to than the creek. You wonder every morning just what awaits you there, in the way of good news, checks, or agreeable personal communications. You open the box eagerly, always hopeful and expectant. True, there's always a lot of junk there, and around the first of the month the bill-makers seem to be entirely too active in mailing out statements. But at the same time, the box, on the whole, has a lot of pleasant and agreeable content.

Now, getting back to what is supposed to be the subject: a lot of people in Washington seem unable to get it through their heads that the post office is primarily a service, not a business. It was originated and placed in operation as a service to the people. It was not designed as a money-making operation, and it was not particularly important whether it broke even or not.

The post office is closer to our daily lives than any other department, or function, of government service. There is no street in our cities to which the postman does not make daily visit, often stopping at every home. There is no rural home, on any country road, no matter how remote or lonely, that the

rural delivery carrier does not serve daily.

Commercial sections in the cities have intensive mail service, and it constantly improves. Mail is dispatched by rail, plane, perambulating post offices and car. At the post offices, mail is put up in the boxes just as often as one of those mail-laden trucks rolls in. Rail and other schedules are under constant study, to facilitate the transport and delivery of mail as quickly as possible.

This daily, indispensable service, so near and dear to the hearts and lives of our people, is the one government function that Washington studies most closely and critically.

We don't expect the Army, the Navy, the Air Force, the Department of Agriculture, or any other government department, or service, to show a money profit, or even "break even." We know how necessary those services are, and fork over the money for their operation.

But if things get tight, they turn first to the post office department, and try to effect some further savings there.

The people took five-cent stamps as good sports, but they didn't think it would be to the tune of limiting service at the same time!

If the sun failed to rise on

"One nation under God—." The issue is apparently settled. The Supreme Court on Nov. 23, 1964, ruled that the reciting of the phrase "under God" in the Pledge of Allegiance to the Flag does not constitute a religious exercise. This will please millions who recognize the source of our life and sovereignty. It will not satisfy the atheists and the persistently angry.

When a public issue arises, someone usually says, "Let's look at the record." This helps to put things in perspective.

On Nov. 21, 1620 on board the Mayflower a group of men signed a compact so they would set foot on this continent as an orderly society of free men rather than as a group of strays. All signed it but two, both of

whom were too ill to hold. Within one year the 102 I were reduced to 51 by. Only four households escaped the decimating pest. Four other households completely wiped out.

The signers of the May Compact were, for the part, very young men. Bradford was 31, W. Allerton 32, Miles St. John Alden 21. What a nation they established compact read:

"In ye name of God We whose names are ten, the loyal subjects dread sovereign I James, by ye grace of Great Britaine, France, King, defender of ye haveing undertaken, for of God, and advancement Christian faith, and of our king & countrie, to plant ye first colony northerne parts of V doe by these presents so & mutually in ye presence God, and one of another, to gether into a civil body for our better ordering & preservation & furtherance of ye aforesaid; and by vertue hereof to enacte, constitute a frame such just and equal lawes, ordinances, acts, constitutions, & offices, from time to time, as shall be thought most meete & convenient for ye general good of ye Colonie, unto which we promise all due submission and obedience. In witness whereof we have hereunder subscribed our names at Cap-Codd ye 11. of November, in ye year of ye raigne of our sovereigne lord, King James, of England, France, & Ireland ye eighteenth, and of Scotland ye fiftie fourth. Ano. Dom. 1620."

Thought for Today

By Rev. A. Purnell Bailey

When Robert Louis Stevenson was seeking for spiritual light and had found it, he wrote to his father, "No man can achieve success in life until he writes in the journal of his life the words, 'Enter God.'"

The hunger for spiritual light is in all men. In some it is dimmed by years of suppression; in others it demands time and searching. Interestingly enough, it is found on a different path by all men since each searches in his

own way and makes an original discovery.

Human reason can take us part of the way, but eventually there is a leap for faith for every man when he says "Enter God." Let us take notice that God comes not by force but by invitation. The dignity of human personality is preserved even in the great moment of communion with the Heavenly Father!

Lead me in the way everlasting. (Psalm CXXXIV:24)