

4
actual bill
Dear Mr. Nixon,

Mr. John C. Hansen
Box 97
E. Norwich, Long Island
New York 11732

I hope you have a pleasant stay in Bay Biscayne. As a substantial Federal Taxpayer, however, I do think that if you can afford to buy a house there you could also afford to pay the costs of transportation

I can see no justification whatsoever for using an Air Force plane for this purpose (you are still a private citizen) even though Pres. Johnson may have placed same at your disposal. I see no reason for politicians to be allowed to use Government installations and I include Walter Reed Hospital & Bethesda Naval Hospital.

With warm wishes that
this year will be
one that fulfills
your fondest hopes,
and brings you much
happiness.

Lawrence R. McCalby

file

HAPPY NEW YEAR




hallmark

25NY 3-4
© 1999 Hallmark Cards, Inc.
MADE IN U.S.A.

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5-2 file



WISHING YOU HAPPINESS
DURING THE HOLIDAYS
AND THROUGHOUT THE
NEW YEAR.

D. J. Smith



CHRISTMAS
GREETINGS



200BX 85-7C
© HALLMARK CARDS, INC.
MADE IN U.S.A.

27
file

To wish you the blessings of Christmas
and happiness in the New Year

From
Bill Anderson
Augustinian Recollet Seminary
Norfolk, Conn. 06056

"An Original Art Design"
Fay Brooks



Read all the T.V. that Lee Johnson recommends continuation of the Sun Tax

5 E-3-CON

file

MIAMI FL
PM
1969

APR 19 1969
TUE

Do you realize
the the Sun Tax is
a tremendous drain
on the every day
citizen. To me it has
become "The Straw that
broke the Camels Back"
Marvin Maher 47 33137
5808 N.E. 4 Miami



President Elect
Richard Nixon
Key Biscayne
Fla

In India, at this Christmas season, much of the population subsists on a few grains of rice a day. By the time they reach school age, from 35 to 40% of the children cannot absorb an education because of severe brain damage resulting from protein deficiency. In Columbia, 90% of the children admitted to hospitals for any illness are also suffering from malnutrition. These appalling facts are repeated throughout the emerging nations of Asia, Africa, and Latin America. The world over, there are people who live as slaves to hunger and its offspring--disease and death.

But CARE is working to change all this. In 36 countries it is continuing the battle against hunger that it has fought from its very inception. There are 19 million children who receive a nourishing meal at school each day, while 2 million of their younger brothers and sisters are being fed at specially established centers. In times of crisis--drought in India, flood in Pakistan, war in the Middle East and Vietnam -- CARE representatives work 'round the clock to sustain the victims in an hour of great need. In the past, they have received the generous support of Americans like yourself--people whose hearts are big enough to include the hungry both at home and abroad.

Soon the holiday season will be upon us, and our thoughts will turn to exchanging presents, a festive dinner, and, most of all, having our loved ones with us in the warmth and comfort of our homes. But will we stop rejoicing for a moment to think of those for whom our most ordinary meal would be a banquet? Will we consider the discrepancy between our own good fortune and the poverty-stricken existence of millions of our fellow human beings? It takes so little to remember them, so little to brighten their lives.

A gift of \$5 provides 2,000 youngsters with a glass of milk...
\$10 will supplement the diet of a family of four for two months...
\$100 sends a ton of food to the needy areas of the world.

This year, won't you share the holiday spirit with the millions of hungry human beings overseas, making your contribution to a world of peace and plenty for all? Won't you join in the effort that has made CARE the living symbol of American compassion and concern for the less fortunate? A postage-paid envelope and gift card are enclosed for your convenience.

Sincerely,

Carolyn Gordon

Contributions to CARE are deductible for income tax purposes.



ful
"I am HUNGER. I am the denial of man's basic need, the child's first right—food to maintain life in the body in which he was born."

Ref
"I am HUNGER. I come in many forms; in foods that lack the protective virtues that prevent scurvy and pellagra; in foods that are deficient in bone-building minerals; in foods that fill the belly but that lack the protein to stimulate growth—in Kwashiorkor, the dread protein deficiency disease of many names in many lands."

"I am HUNGER. I take the bodies of men and women and children, and twist them and torture them..."

"I take away from my victims the strength to help themselves, . . . I take away even the simple desire to walk the good earth in strength and gladness."

"I am HUNGER. I hold sway over half of mankind."

—Dr. H. L. Trueman, Executive Director, Canadian Hunger Foundation



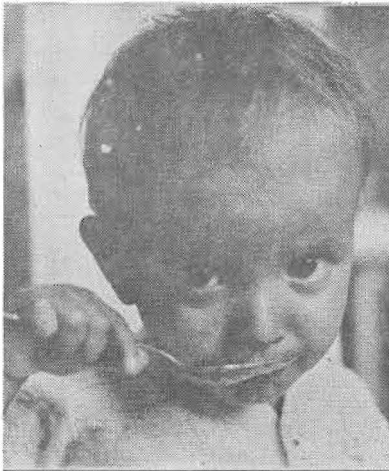
Ease their hunger
with gifts of
precious food



Dear Friend,

Have you ever been hungry? Or do the words above seem incredible to you--the gnawing pain of never having enough to eat, the bodily weakness that destroys the ability to work, the frustration of watching one's children grow up undernourished, with no hope for the future? These words would not be incredible to more than half the world's population --indeed they represent the personal tragedy of their daily lives, a deprivation that becomes even greater when contrasted with our prosperity.

(Over, please)



Join the Food Crusade

PLEASE DO NOT FOLD, STAPLE OR TEAR THIS CARD

RELIEVE THE HURT OF HUNGER . . .

Use this Gift Certificate to send packages of life-giving food to hungry families overseas . . . through



You can help us cut handling costs by returning this card with your gift in the enclosed envelope. The card identifies your contribution and reduces our bookkeeping expense. Every penny saved means more help for those who need it overseas.

NOV 21 1968

R NIXON
810 FIFTH AVE
N Y C NY 10021

Here is my contribution of
\$5 \$10 \$25 \$50 \$ _____
to help needy persons overseas
Please include Zip #

Please correct any errors in your name and address as they appear above, and be sure to send this gift card with your Contribution, to CARE, New York, N. Y. 10016. Contributions are deductible for Federal Income Tax purposes.

IMPORTANT NOTICE

There is a possibility that you may receive more than one appeal from CARE this Fall. Please excuse it if you do. In an attempt to increase the assistance to the many needy people overseas we send appeal letters to a variety of lists. Your name may appear on one or more of them. We investigated the possibility of cross-checking the names but found the cost prohibitive.

We hope you will not be seriously bothered by mail duplications. We want to assure you that this is not an attempt to pressure you for additional contributions. Please accept our apology for any annoyance we may cause you.



CARE, Inc.

19
E-2 file

L. D. Spore
41 Oxbow Road
Weston, Mass 02193.

Mr Richard Nixon, president-elect
Hotel Pierre
New York City, N.Y.

Dear Mr. President-elect:

c/52

In a few more hours, the reins of government will be in your hands for the next four years, and the monumental job of guiding the destinies of two hundred million people through the trying times ahead will be yours. May I offer my very best wishes to you, your family, and all your associates. As one who voted for you and Ike in both '52 and '56, and for you in both '60 and '68, I am naturally delighted to see you assume the office of President. I have every confidence that you will do a great job during the next four years. At least that will be my hope and prayer that you will call 'em right all the way.

Mr. President-elect, I am of the group who are referred to as senior citizens, being in my sixty-seventh year, so naturally the thing of greatest concern to me now is the tremendous inflationary spiral which is enveloping the country today in an ever-increasing tempo. Like thousands of people, my earning period is behind me, and I find myself with a very limited income to look forward to in the years ahead. If things were going to remain as they are at present, I would make out reasonably well; but with the trend as it is marked at present, this seems very unlikely. I think one of the most serious problems you will have to face is going to be the greatly increased cost of government. While some increase is inescapable, it occurs to me that here is one direction in which we can and should make some effort to use a little common sense.

Recently I read that it has been proposed that the salary of the president should be increased at once to two hundred thousand a year, and I submit to you that this would certainly have the effect of giving the politician just the fuel they need to fan the fire of inflation to white heat. Just let the head man indicate that he thinks this is the right move, and every office-holder will want to get in for a slice of the pie. Whether or not the president's job would be adequately compensated at this figure I have no idea, but I do know that men who seek such offices are usually not motivated by monetary considerations as a rule, and I don't believe that Dick Nixon was influenced by the dollar sign, either.

I believe you would make a great contribution toward staying the forces of inflation if you let it be known that you did not regard the public treasury as a grab-bag

L. D. Spore

file

OK-2



This lovely Season of the year

Can't help but prompt a thought

Of all the special happiness

That knowing you has brought

That's why it means so very much

To greet you and express

A Christmas wish for everything

That gives you happiness



MR Hymon Padford

and family

Merry Christmas

Happy New Year

Just For You
AT CHRISTMAS TIME



To wish you a
Happy Holiday Season

Paul A. Morris

Arkoven Inc.

Box 1010

Boulder Colo.



JAN 1967
We thought you would be interested in our remarks on Ralph Nader
and the role he has assumed in the Highway Safety controversy.

Fleet News

PUBLICATION OF LEE ASSOCIATES

10889 Wilshire Boulevard — Los Angeles, California 90024



EDITORIAL

A file of news headlines in trade publications and the nation's press would lead one to believe that one man, Ralph Nader, is the genius to whom many agencies of the government and important captains of industry must answer for what he considers to be their defections, not only in the ever present problem of highway safety, but in all areas of Automotive Manufacture and Merchandising. A few of the headlines about Nader, selected at random, make interesting reading —

"Nader demands National Highway Safety Bureau investigate possible defects in Mustangs."

"Nader demands automotive industry practice truth in advertising."

"Nader sees grounds for dissolving GM."

"Nader hires six youths to investigate Federal Trade Commission."

"Take GM apart, Nader urges."

"Nader attributes collusion to AMA."

"Nader takes advertising agencies to task for lack of definite information on automobiles."

"Nader demands government continue experimenting with electric cars to reduce smog."

"Nader advises Council of Economic Advisors to take a stand for no price increase whatsoever on 1969 domestic autos."

How did all this happen? Why did the automobile industry let Ralph Nader focus attention on the automobile as the sole culprit in the ever-mounting highway accident toll controversy, shift attention away from the fact that elected and appointed officials of almost every state and the federal government itself, have completely shirked their responsibility for highway safety over the years. When one realizes that as early as 1920, almost fifty years ago, a Presidential Conference on Highway Safety and Traffic Control established a Uniform Traffic Code about which little has been done to this day, it is obvious that the politicians simply have ignored the fact that, according to safety specialists, only about 18% of the highway accidents are due to defective vehicles, and that by far the largest contributing factor to the mounting fatality rate is the motorist himself, with poor roads and traffic control a close runnerup.

Thus, after all the expensive safety devices of dubious value have been installed in our cars (with more coming) one still finds that the many inconsistencies in the field of highway safety still are present; confusion from state to state as to highway signs and motor

vehicle operating regulations; lack of motor vehicle inspection laws in most states; hodge-podge of driver licensing requirements across the country, with each state having different requirements than its neighboring states; the complete lack of any attempt to make drunken driving, the most hazardous of motor vehicle driving violations, into a federal offense punishable in exactly the same manner in all states; all this still remains and no one seems concerned about.

Government authorities are quick to publicize instances where cars have been called back by the manufacturers for correction, while overlooking the fact that there are probably sixty to seventy million vehicles in operation throughout the United States that have never been safety examined since the day they left the factory, with no one, not even the motorist himself, knowing if his vehicle is safe for high speed driving.

There is still scarcely an area of the country that does not have its "dead-man's curve" or "slaughter alley" — in each instance the scene of many tragic accidents year after year. There are literally millions of miles of poorly lighted, inadequately marked single lane roads. High crown roads that are extremely dangerous on curves, or roads made from material that becomes slippery when wet continue to cause serious accidents. Telephone poles placed too close to the highway or poorly placed bridge abutments dot the highways in many areas, contributing to the high frequency of single-car accidents. All this lies within the scope of government and, in state after state, responsible authorities have failed in their responsibility to the motoring public.

Imbeciles, chronic alcoholics, people who are almost stone deaf or have little vision left, motorists so old that their reactions must necessarily be slow and dangerous, and the just plain incompetents — all can drive cars somewhere in the United States. Here, too, the authorities have failed completely in recognizing the need for uniform, perhaps federally regulated, driver licensing laws.

State after state, and finally the federal government, invoked laws requiring the installation of seat belts and other devices in motor vehicles, ostensibly to reduce injury to persons involved in an accident — all at the motorist's expense. Although it is obvious that these "safety items" can do nothing to prevent accidents, the politicians, with Ralph Nader's help, seized on these as an ideal way in which to draw attention away from their failure to do anything at all about highway safety. If government authorities are sincere

(Continued page 2)

(Continued from Page 1)

in their insistence that seat belts and shoulder harnesses are so important, for example, why are they not mandatory on school buses or public transportation vehicles of all kinds?

National Safety Council and other safety organizations constantly warn of the danger of exhaust gases seeping into car interiors during the winter months, but no one, not even Nader, seems concerned. The loss of life from fire resulting from motor vehicle accidents is appalling, but how many cars are equipped with fire extinguishers? And, despite the stalled car menace which has caused so many fatalities on the nation's turnpikes, how many motorists carry flares or spare fuses for night time emergencies? Here is an area in which government regulations would make more sense than just concentrating on building a better box which would not damage its occupants so severely in an accident.

And, as if all this were not enough, the Department of Health, Education and Welfare has taken over the smog control program, successfully inducing Congress to pass a law requiring smog control devices on all new cars regardless of where the cars are to be used. Motorists in rural areas that will never have a smog problem, now must spend around \$40 on each new car plus additional maintenance expense without there being any conclusive evidence that these devices will successfully eliminate or even reduce smog.

Seat belts and padded dashboards, collapsible steering wheels and the elimination of sharp edges do not lessen the number of accidents. (Despite all the safety gadgets that have been put on cars in recent years, fatalities from automobile accidents continue to rise). Like those tablets that relieve the misery of a cold but do not prevent or cure a cold, these gadgets contribute nothing at all toward the prevention of accidents. Common sense and human behavior are much more potent, and this is where the stress on highway safety belongs. Let the legislators remove drunks, lunatics, the totally deaf, the almost blind, and the emotionally unstable from the highways, and eliminate dangerous highway hazards, and they will not need to harass the automobile industry and the motoring public as they have been doing all this year.

Sam Lee

AUTOMOTIVE INDUSTRY ITEMS

Commenting on the many problems created in the automobile industry by government interference, Wall Street Journal says, "Now getting into the act is the Transportation Department, which wants auto makers to provide buyers with booklets containing a mass of information on such matters as braking, acceleration and passing capabilities, steering ratios, and so on. How much would that cost the consumer who ultimately would pay for it, and does he want it?"

A new edition of "Automobiles of America," a roll call of more than 3,000 makes of American cars and trucks and industry statistics going back all the way to 1900 is just off the press. The book may be ordered from Wayne State University Press, Detroit, Michigan, at \$2.50 per copy.

Congress has approved a study to determine whether or not U.S. should convert to the metric system of weights and measures. The study is expected to take about three years, with consultations of industrial groups, labor people, and engineering concerns. NADA magazine, pointing to the difficulty the automobile industry would have because it furnishes parts and equipment for vehicles 15 years and over, says: "The overlapping of two measuring and labeling systems could last a generation."

There are fewer than 10 gasoline stations in Moscow, practically no garages and only a handful of places that can take care of any repairs on motor vehicles. Cars and trucks belonging to government departments are taken care of in separate facilities not available to the general public. With annual production of motor vehicles expected to be increased under the current five-year plan from the present 200,000 cars annually to an expected 800,000 cars in 1970, the Soviet government has now created an organization to provide services for private car owners which will build up a network of gasoline stations, garages, parts stores, car washes and other facilities which now do not exist for private car owners. Interestingly enough, the organization will be self-supporting, depending entirely upon its own profits to keep going, reverting once again to the Western concept of Capitalism.

A member of the Nebraska Highway Advisory Committee is urging that gasoline taxes should be based on a percentage of the selling price of the fuel rather than on a cents-per-gallon basis. His point is that when gasoline sold for 15c a gallon and 5c of that was for taxes, the tax was at a rate of $33\frac{1}{3}\%$. Using the same percentage on today's prices would amount to about 10c or 12c as a tax rate. Obviously, a suggestion like this, if adopted

throughout the country, would have far-reaching consequences for fleet operators. Commenting on this, Go Magazine says, "This argument lacks validity for two reasons. First, because of increasingly efficient techniques in the petroleum industry, the cost of fuel for internal combustion engines has shown a remarkable stability, and has lagged far behind the rises in the costs of other commodities. Without taxes, the price of gasoline is not substantially higher today than it was in 1920's. Secondly, the total tax on fuels is already higher than 33 $\frac{1}{3}$ % in most states — reaching upward closer to 50%."

USED CAR NOTES

Secretary of Transportation Boyd says: "Lower income population groups drive vehicles that are in the greatest need of safety related repairs, or that cannot be repaired economically and should be scrapped." He suggests that an investigation be made of ways for providing adequate — perhaps free — public transportation to minimize the present reliance on private vehicles.

All General Motors cars and trucks this year are equipped with a one-way drive odometer system as standard equipment. The new type odometer makes it impossible to reduce the mileage shown by rotating the speedometer cable in reverse, which has always been the most common and easiest way for turning back speedometers on used cars. In cars built after January, odometers will be equipped with a telltale feature that will provide visual evidence if a speedometer has been tampered with at some time or other.

STATE REGULATIONS

Oregon originated the gasoline tax early in the 1920's when it imposed a 1c per gallon tax. Since then, all the other states have adopted the idea. It has been so lucrative that the tax has risen to 7c or 8c in most states, with a few even higher. The Federal Government too has imposed its own fuel tax and some hidden taxes, all of which add to the increased cost of gasoline. Actually, gasoline taxes have risen faster than the price of the fuel itself.

Only recently, for example, New Jersey and New York raised gasoline tax rates from 6c to 7c a gallon while Rhode Island raised its rate from 7c to 8c. Vermont boosted its gasoline tax from 6 $\frac{1}{2}$ c to 8c per gallon, and increased its motor vehicle purchase tax from 3% to 4%.

Only four states, Georgia, Louisiana, Mississippi and Texas do not allow the use of studded tires on their highways.

The first motor vehicle inspection law in the United States was passed in Massachusetts in 1926 but did not become operative until 1930. Pennsylvania passed an inspection law in 1928 making it operative in 1929 so that Pennsylvania became the first state with regular motor vehicle inspections on a compulsory basis. Forty years later only thirty-one states and the District of Columbia require official inspections of all vehicles on a compulsory basis.

Most California voters were unaware, when they voted for a \$70 refund for property owners in the recent elections, that they were also voting against a reduction in the sales tax rate. The tax, which was to be reduced by $\frac{1}{2}$ % on July 1, 1969, now remains at its present rate — 4% for state sales tax and 1% for local community taxes, all of which are collected by the state.

MAINTENANCE ITEMS

California Highway Patrol is taking proposals from five companies to furnish steam-powered engines in automobiles for testing purposes. General Motors has promised to deliver a steam engine in an Oldsmobile chassis by the end of 1968.

An automobile that can be operated on natural gas as well as gasoline, at half the cost and with a lot less air pollution than gasoline, was demonstrated by two Southern California gas companies who are putting these engines into operation in some of their passenger cars and pickup trucks. The cost of converting the first four ex-

perimental cars was \$300 each, but it is claimed this would be reduced to about \$200 for fleets. The natural gas is carried in pressurized tanks in the trunk of the car. A flick of a switch on the dashboard converts the operation from gasoline to the cleaner burning natural gas. Travel in rural areas will be on gasoline and in city limits natural gas will be used for moderate speeds and stop-and-go driving. It is claimed that the use of natural gas reduces hydrocarbon emissions by 60%, carbon monoxide 90% and nitrogen oxide 50%. A spokesman for the gas companies says; "The use of natural gas is inherently safer than gasoline. Being lighter than air, gas quickly dissipates into the atmosphere. The cylinders containing the gas are made of heavy steel. The walls offer greater protection than a tank which holds gasoline. There is some loss of power when cars are switched from gasoline to natural gas but the smoother operation and quicker starting more than make up for this loss of power. The range of natural gas fuel is comparable to that of gasoline."

General Motors is issuing special instructions to its dealers, police departments, parking lots, garages, service stations and tow truck operators on how to move illegally parked cars equipped with the new 1969 anti-theft locking system which simultaneously locks the ignition switch, the steering wheel and the transmission shift control whenever the key is removed from the ignition. Any one needing towing information can obtain it from any automobile dealership handling General Motors cars or trucks.

The latest edition of "Motor Trucks Facts," the annual statistical review of trucks in use in the United States put out every year by the Automobile Manufacturers Association, can now be obtained free from the Association, Detroit 26, Michigan.

A new federal bill makes it illegal to mail master motor vehicle keys through the mail or to send advertising material for the sale of master keys. The Postmaster General has the authority to make exceptions for firms with legitimate need of the master keys.

INSURANCE AND SAFETY NEWS

Under ICC regulations all accidents involving for-hire interstate carriers in which death or injury to any person results or property damage in excess of \$250 is created must be filed with the Bureau of Motor Carriers. These reports provide data on highway crashes and indicate trends and safety areas which might require new or revised safety regulations. The Department of Transportation is now proposing to make these reports public in the hope that they will help to solve traffic safety problems.

The Transportation Department has proposed a safety requirement that all headlamps include a secondary light so that when the headlight fails there will still be light on that side of the car. One method suggested would be to wire the lights so that parking lights would remain on whenever the headlight switch is on, even if the headlight is burned out. Most 1969 cars are already designed in this way. The second suggested method is to place a backup filament of much lower output in the same sealed beam headlamp so that a weak light would continue to burn if the headlamp is burned out.

Automotive News quotes a statement by FDR, Jr., in which he predicts that the public may someday rise up against the safety measures the government is imposing on automobile manufacturers. Roosevelt, president of Fiat-Roosevelt, national distributor and importer for Fiat, at a meeting of the Harrisburg Automobile Trade Association said; "I wholeheartedly support the safety program, but new government agencies tend to create bureaucrats who feel they must maintain their office and status through more regulations. The end result will be super restrictive safety gimmicks. I think the time could come when the public will say, 'our cars are safe enough, Mr. Nader. We want to hold the price down'."

State officials in California estimate that there are over 300,000 motorists driving without any insurance whatsoever. A bill introduced into the legislature which would have required compulsory insurance was widely attacked by motor vehicle authorities, however, who claim that compulsory insurance is not necessary and that it would create many problems resulting in an increase in insurance costs to the average motorist.

The Department of Transportation has sent a report to Congress estimating the cost of fulfilling state and community safety programs required under the Highway Safety Law. The report indicates that an estimated 2.5 billion dollars will be spent in the current year and that this expenditure can grow to 4.5 billion dollars by 1976.

fill

I'm care of the President of the United States. I'm writing to you on urgent information which shall bring about our national freedom. I'm every walk of life. God put us on earth to live in peace. I have made a phone call to the U. N. recently and spoke to Sargent Shriver. I spoke of how I come about of helping our nations. I have great honor as being an American and I would like to be able to help and bring about peace. My name is David R. Hardenstone. I am a patient in ~~to~~ an institution and the institution has taken away of our freedoms and we would like to be able to be considered a patient with our national freedom of rights. My age is 21. I have many ideas of how:

fit, Mr. President.

Mr. President, considering what I have discussed in Wash. D. C. I have found a solutions to our countrys weath needs for poverty for hunger to be no more. I would like to have you be able to make an investgation of my case. I need federal help as soon as possible. Every day when I am locked up, my country is in war. And my information to the President and to Amer was in and all over the land. Will you get in touch with me.

Sincerely,

Yours Truly

David R Hardenston



David R. Horvath

23
encl
95-2A file

P E T I T I O N F O R P R A Y E R

Mr. Richard M. Nixon, President-Elect:
The White House
Washington, D. C. 20500

WHEREAS, our Christian Nation is facing an unprecedented time of testing and dramatic readjustment; and WHEREAS, we believe that a vast majority of our citizens earnestly desire to once again become a United Republic; and WHEREAS, it is our conviction that ALL Christians, ALL devout Jews, and ALL men of Good Will everywhere, believe in prayer and know instinctively that nothing except FAITH in their God, expressed through the practice and power of PRAYER, can transform our Nation and reunite our tortured populace . . . bringing us together into a New Spirit of Oneness, Unity and Greatness UNDER GOD; and WHEREAS, we have been inspired to claim God's promise as spoken in His word, II Chronicles 7:14 . . . "If my people which are called by my name shall humble themselves and pray, and seek my face, and turn from their wicked ways; then will I hear from heaven, and will forgive their sin, and will heal their land;" and believing that we can dispel the pervading Spirit of Division, Perversion, Hate and Fear by this act of united national devotion, doing as the disciples were admonished to do in Matthew 17:21, "Howbeit, this kind goeth not out, BUT BY PRAYER AND FASTING"
. . . .

THEREFORE, we, the undersigned citizens of America, in keeping with your recently adopted slogan "BRING US TOGETHER", do hereby prayerfully urge that your first official act as President be to proclaim a three-day-period of NATIONAL PRAYER AND FASTING; asking guidance and protection for our own national leaders, for the leaders of all nations, for the future of our own beloved land, for all the nations of this world, and for an honorable peace in Vietnam.

Each individual or group could be asked to pray according to their own revelation and participation in the dedication of a fast could be expressed in any form suitable . . . anywhere from a simple abstinence from a favorite food or drink, or self-denial of some enjoyable habit during this period, up to a total fast . . . refraining from all food and drink . . . depending upon the conviction and tolerance of each person or group, but let it be a fast "unto the Lord."

----- (Detach here before mailing - see instructions) -----

Bernice Compton
Mr & Mrs Burton Hall
Rev. & Mrs. J. J. Jenke
Mrs. Yuma M. Donald
Mrs Bessie L. Penix
Mr Virgil Penix
Mr Jodie Bell
Mrs Jodie Bell
Mrs G. H. Neighbors
Mrs. Mordie Lee Parker
Rev. Montie Lee Parker

~~Mr~~
Mrs C. A. Marable
David Jenke.

Mrs J. J. Britchett
J. J. Britchett

Mrs. K. J. Hardy
K. J. Hardy Jr.
Mrs Sibyl Sutton

Opal Joney
Barbara Moxon

Mrs. Grace Pallack
Mr. & Mrs. A. E. Smith
Mr. & Mrs. Preston Allen
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Mrs J. P. Brown
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Recky Wray
Mrs S. B. Clayburn
Mrs Eva Wise
Mrs. Kate Norman
Mr & Mrs J. D. Britchett
Ada Neal
Mr & Mrs W. J. Harmon
Janey Bravery
Mr and Mrs Henry Lewis
Mr and Mrs Floyd Lewis
Mr and Mrs Barnett
Myrtle Lou Featherland
Mrs Allen Anderson.

Blessed the Nation whose God
is the Lord Psalms 33-12

Mrs J. J. Britchett
Mrs. J. J. Britchett
Box 155
Mabank, Texas 75147

18

cp-2 file

Merry Christmas
and a
Happy New Year

Mona
Simpson



From an original by Ulla Fredsøe

Made in Denmark

Exclusive Representatives
H. GEORGE CASPARI, INC.

COPYRIGHT
L. LEVISON JR. LTD.
5899 A

1877
~~Miss~~ ~~James~~ ~~Pallard~~
James with Bat 303
of his county Miss +
The Jack Pallard
Miss Charlie Pallard
this so no 420 48457
Please send me this week



*file
control*

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LOS ANGELES, CALIFORNIA 90046
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Mr Nixon:
*I voted for you for tax reform
Law & order & a Conservative
Government.*
*Have you sold me down
the river before taking office?*
*Mr Thurmond's policies are
not our policies, or are they?*

Very Sincerely
H Stewart