

BENEFACTOR

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Justice for Everybody Harms Nobody

Three Cents

WHICH

AMERICAN OR EUROPEAN FORM OF GOVERNMENT

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BY ALFRED LAWSON

UNLESS YOU KNOW THESE THINGS YOU ARE NOT EDUCATED

During the year of 1907, I was—more or less—a successful business man with all bills paid and a few thousand dollars to my credit.

Still, I was not satisfied. In fact, I was displeased with myself for hoarding money and accumulating wealth for selfish purposes.

From early childhood my thoughts had run toward a general improvement of mankind. It seemed practical to develop a race that would make the earth a good place to dwell upon.

My mind foresaw greater creatures evolved and bred strictly according to Natural Laws—a race of beings who would follow God's provable and immutable rules.

My conscience rebelled against the horrible vices of my elders and I could not accept the lessons of greed espoused by the rulers of this grotesque civilization.

My book, BORN AGAIN, published in 1904, outlined the principles that I stood for and frequently I pointed out to everybody, who would listen to me, that there was a better method of existence than the accumulation of wealth by cheating, lying, stealing and murdering one another.

Furthermore, I often pointed out that this so-called civilization was based upon fraud and that those with slippery intellects, by taking advantage of weak-minded people, were the cause of man's degraded pursuits, the ring-leaders of which were the financiers who got control of the money system and used it to swindle everybody out of their earnings.

Another thing I pointed out was that as long as engineers and scientists were hired by these financiers and based their success upon what they were paid for their services, instead of how well they could improve conditions, that they would never be anything more than infants in the knowledge of broad-gauge mechanics.

So in the year 1907 when I announced to my business and scientific associates that I intended giving up money making pursuits for the purpose of founding a great new aircraft industry and airline service for the benefit of mankind without the expectation of financial reward they naturally hee-hawed like two-legged donkeys at the thought of it.

At that time there was only one little calico airplane in America that had made a few jumps off of the ground into the air. That little grasshopper was invented and built by the Wright Brothers.

That being the case it was quite natural for those pretentious scientists and engineers to laugh loud and gawkily at my "fantastic dream" and announcement that the time had arrived for the introduction of a world-wide air

transportation system in which great passenger airliners would be operated around the entire circumference of the earth's surface.

Even my office boy claimed that I had ruined his reputation by making public such statements.

But in the face of such behavior on the part of my acquaintances, I gave up my money making business in 1908 for the hazardous job of forcing upon the people of the world something they did not believe possible, did not want and for which after twenty years of continuous service of its development I had nothing to show for my labors except the knowledge that I had done my duty to God and man.

Then—can you believe it—after the aircraft industry and airline service was finally put upon a self-supporting basis and the time had arrived when I could have accumulated great wealth by utilizing my aerological talents for that purpose, another "fantastic dream" got control of my mental machinery and I renounced all of my golden opportunities for the accumulation of wealth and forthwith offered my services to the people of the world as their economic adviser for the term of my natural life without pay or expectation of any reward whatsoever.

In fact, as a pioneer in this advanced work, I must actually expect a great deal of rancid abuse and downright hatred against me for taking such a course.

Why should a man be abused and hated for showing to the world improvements that are beneficial to everybody?

The reason is clear. To improve mankind one must show the rottenness of the system under which everybody gets a living by skinning one another and must show how to extirpate the cause of it.

The cause of this rotten system is the Interest Collecting Swindle by which financiers force the people to pay tribute for the use of money and credit. Naturally, then, the financiers entice the people to breathe hate against anyone who will attack their swindling game.

Financiers milk the American people out of Twenty Billion Dollars annually through this tricky tribute game and will blacken the reputation of anybody who tries to stop it. They can buy the pee wee swindlers to do their dirty work for a few bones to gnaw upon.

But, although the financiers, as a whole, absorb \$20,000,000,000 annual tribute from the American people's earnings they too are victims of the game as each tries to swindle the other out of their dishonest holdings, so it is a case of the survival of the slickest and

few of them are able to survive the tragic ordeal for any great length of time.

The big international financiers claw each other for control of the world's wealth and they use the inhabitants of whole nations to help them get it.

If the people of all countries would fight as hard for plans that would benefit them as they do for plans that benefit the financiers they would quickly stop the financiers from swindling them.

But as financiers control the newspapers, magazines, radio, screen, schools, colleges and all other educational facilities and use them to keep everybody in a state of sublime ignorance, the people are unable to learn how these tricksters milk them dry and cause suffering everywhere.

It is the International financiers who get the people of their various countries to fight for them who are the real instigators of all wars and until the control of money is taken away from them and INTEREST IS ABOLISHED wars will continue to be the curse of mankind.

If the people of America will take my advice and abolish interest I will show them how to stop wars by utilization of Natural Laws of which they know nothing at the present time.

It is a good thing that these greed crazed demons do not understand how to use the destroying forces of nature or they would completely wreck the little planet upon which they are being carried through space. They lack the vision to see further than the ends of their own noses.

If my forecasting of a world's air transportation system in 1907 and my outline of the radio in 1904 were "fantastic dreams" then some newer ridicules would have to be invented for the scientists and engineers to giggle over if I outlined some of the greater accomplishments that can be mastered by man if he will just keep his mind open to recognize them.

After I had invented, designed, built and flown the world's first heavier-than-air liner in 1919 that engineers, scientists and aviators had previously denounced as "too big to fly," several years elapsed here in America before such airliner was adopted for air service and then not until foreign countries had introduced copies of them.

After I had spent many years planning an Aircraft Carrier and had presented the plans to the U. S. Army and Navy in 1918, it was a foreign country that first built and operated one of them.

After I had called attention to

the fact in my book, BORN AGAIN, in 1904, that poisoned gas could be used in warfare it was a foreign country that first tried it out in 1914.

After I had publicly pointed out in 1917 that large troop airplanes could land armies behind the enemy's lines and fight them both going and coming, it was a foreign country that adopted such war maneuvers first.

The U. S. A. would be in no condition to wage war single handed against a first class European nation today. This country could not even defend itself from a foreign invasion as it is at present protected.

There are a million foreign soldiers dressed like American citizens within its own boundaries right now who are just waiting for the opportune moment to strike death to all who uphold the American form of Government in this land of the free. From hotel waiters, office building elevator operators and home servants to government employees they are on the alert to furnish information to foreign intelligence bureaus.

One sneaking inside enemy, treacherously hacking at our building program can do more damage than one hundred enemies on the outside of our country.

It takes several years to prepare for war now-a-days and the methods used in one war become obsolete before that next war starts.

In 1920 a Japanese Imperial Naval Officer spent several days at the Lawson Aircraft Factory in Milwaukee studying my big commercial airliners. He asked me if I could build battleships of the air that could carry big guns. That was more than twenty years ago.

It is not only possible for a European or Asiatic Enemy to build heavily armed and armored Aircraft that can fly back and forth over the Atlantic or Pacific Oceans and lay in waste any of our American cities that are above ground, but enormous air battlers can be built to float above the earth at great heights indefinitely that can destroy everything above ground below them. They could come in swarms by the millions.

Every child in America should be taught to fly an airplane. Young boys and girls of 12 to 15 years of age can be taught to fly across the Atlantic Ocean. That is a child's job.

In the year of 1912 I offered to fly across the Atlantic Ocean in a monoplane of my own design if somebody would put up the money to build it. But in those days everybody said it was impossible.

At the conclusion of the last

war I pointed out that all forts and airports should be built underground.

Military Airports with their hangars and runways should have all been built underground many years ago. It will be the height of mismanagement and hind-sightedness for those in charge of military plans if they do not attend to this at once.

Failure to plan and construct underground airports throughout the American hemisphere now will mean quick destruction of hangars and aircraft equipment when the hordes of flying demons arrive to capture America.

Yes, if wars are to continue, and they certainly will continue as long as greedy financiers are allowed to rule the people by control of their money and credit systems, then it will be necessary to build all cities and national highways underground to save them from being destroyed.

It is criminal negligence on the part of government officials entrusted with the protection of the people and their properties not to prepare adequate defensive methods to save the inhabitants from being ruthlessly destroyed by bombing explosives.

The people of earth have not yet experienced any real wars. So far they have only been able to invent fire-cracker wars—little pop-gun preliminaries. Wait until they get a taste of TRANS-BLASTIFICATION and they will then realize that hell has finally broken loose on earth.

It is well that these blood-thirsty tyrants have not the thinking capacity to understand the possibilities of utilizing natural mechanics in their work of destruction.

Now, I was born with a constructive mind, not a destructive one and so I do not want to make known any invention that will harm anybody, let alone destroy a whole nation.

But I can show the people of America how to protect themselves from foreign barbarians whenever they are ready to Stand Together for the American form of Government and ABOLISH INTEREST.

That is what I stand for. Whenever you find anyone who is opposed to Alfred Lawson you will know that he or she does not stand for the American form of Government. You will know that he or she does not want the people to have a square deal. You will know that he or she is only interested in selfish purposes. You will know that he or she is a traitor to the U. S. A.

BUT, the bigger the job the longer it takes to complete it.

SO, if in the future, Europe and Asia combine to send millions of wrecking machines overhead to either enslave or annihilate the American people, we should not just match them at their own bloody game; we must be ready to stop them before they can get anywhere near the Western Hemisphere.

THEREFORE, magnitudinous defenders, such as mankind has never known before, must be erected to engulf these demons and force them to destroy themselves before they can reach our shores or harm one of our innocent children.

HOWEVER, such stupendous contrivances will take considerable time to make ready and will require a large number of our most progressive thinkers to do the detail designing and engineering and supervising under the direction of the natural mechanic who understands the plans.

Bone-heads with by-gone notions, of course, would only retard the progress of such undertakings and must not be tolerated under any circumstances with their petty interferences or back sliding impressions. Youth, capable of looking into the future is what is needed for this sort of work. It was the kids with imagination that I started to build the aircraft industry with.

Owing to the fact that the American People are made up of the descendants of European and Asiatic Nationalities who have brought their race hatreds along with them, much commotion is caused in this country by their quarrels among themselves over what their relatives across the oceans are doing to each other.

America was built into a great nation by foreigners — especially those who left the autocratic European Countries for the greater personal freedom to be enjoyed in this democratic republic of ours.

A large percentage of these foreigners have become naturalized citizens of the United States of America and will fight to protect this country against the invasion of any foreign nation. They put the principles of liberty ahead of the place of their birth.

There is, however, a small percentage of foreigners who do not appreciate the all-round freedom of a Democracy. They are misled by the touts of Alien Financiers to turn against this friendly nation and its generous people.

Then again there are a considerable number of so-called Americans who were born in this country who are ready to sell their birth-right and become traitors for whatever price the Alien Financiers are willing to offer them.

America today is lousy with foreign and home bred sneaks with concealed weapons ready to stab the people in the back while posing as their friends. Such conditions make this country weak and a wide open target to shoot at by invading forces.

So, it is about time that we have a show down and everybody be made to come out into the open and tell what principles they stand for.

Which shall it be—American or European form of Government?

The principles of these two forms of Government are opposite and everybody should study thoroughly the Direct Credits Literature in order to know the difference between them.

The American form of Government gives the people a voice in the management of their own affairs. It gives everybody the right of free speech, the freedom of assembly, the freedom of press, the freedom of religion and the right of self development.

The European form of Government under dictatorial supervision denies the people a voice in the management of their own affairs, denies them free speech, free assembly, free press, free religion and the right of self development.

Therefore, the people of Europe existing under dictatorial rule have become the absolute slaves of financial despots.

Although financiers now control the governments of all countries, still there are some countries in which capitalism has been eliminated entirely and financialism has taken its place. That is to say—the managing producers of wealth are no longer allowed to own their plants, farms or various businesses and take a profit therefrom. But on the other hand the financiers can own the money that is needed as a trade convenience and charge interest tribute to everybody for the use of it.

Capital is wealth, which is anything and everything made valuable by human effort.

A capitalist is one who helps to create wealth through his organizing and managing ability. He is entitled therefore to a portion of the wealth he helps to produce. For his share he takes a commission, or what is generally known as a profit.

On the other hand the financier does not create anything at all but forces everybody to pay him tribute in the shape of interest for the loan of money and credit that does not belong to him. The more wealth produced by everybody, the more tribute must be paid to the financiers.

Surely that is an all-fools game for the people to play.

To learn the difference between Capital and Finance as well as to understand the Lawson Money System and get a clear idea of how business should be conducted one should read my book KNOW BUSINESS.

People should study the up-to-the-minute Direct Credits Plans in order to know how their lives will be protected and improved.

Capitalism may have plenty of faults but it can be made to work beneficially for the people. But financialism, growing fat off of INTEREST which is the thief of everybody, can never do anything but suck the life's blood out of the people.

To abolish interest will save the people of the United States more than Twenty Billions of Dollars annually.

Fifteen Billion Dollars out of the Twenty Billion thus saved annually put into the pockets of the working people will give them enough spending money to buy from the merchants, manufacturers and farmers sufficient of their products to enable them to enjoy a reasonable profit and prosperity to keep industry running at a fast pace continuously without any periods of depression and starvation.

The other Five Billion Dollars thus saved annually, put into great natural defensive engulfers as a permanent protection for the lives and properties of the people of the Americas, will not only be the means that will eventually abolish war entirely but will also eliminate racial and religious hatreds and start everybody toward that higher state of intelligence that the Creator is expecting of the whole human race.

Therefore, I ask the (estimated) Thirty-Five Million to Fifty Million readers of my articles to back me up when I emphatically state herewith that DEMOCRACY must continue to live as long as there is one able-minded man, woman or child left to defend it.

The Direct Credits Society has many thousands of officers from Corporals to Generals who take their orders from me as their Commander-in-Chief. I now demand that they all declare themselves by the most rigid oath to stand for the principles of true DEMOCRACY and be ever ready to salute the U. S. FLAG as its emblem until death, or forthwith withdraw as officers of this humanitarian organization at once.

They must stand together and win as one complete body or be cut to pieces and lose as separated parts of a body.

EDITORIAL

Lawson's Dreams Came True

(Reprint from the Book Aircraft Industry Builder)

Everything that Lawson predicted and worked for has now come true.

Airlines have been established in all parts of the world and the crossing of the Atlantic and Pacific Oceans by aircraft is now common practice.

The foundation of the aircraft industry has been built and the superstructure is progressing rapidly. The hardest problems have been solved.

Lawson stuck to his task of building up the foundation of the aircraft industry under all sorts of difficulties and discouragements until it was capable of standing without further efforts on his part and then he turned his attention to other work.

The foregoing pages are ample proof that he did his work well—so well, in fact, that it will take a number of years for the movement to catch up to the fundamentals that he has already outlined.

While usefulness was the outstanding feature that Lawson contributed to the heavier-than-air craft, nevertheless the safety of the machines he designed was what pleased him most. As far as we have learned there was never a person hurt in a Lawson aeroplane.

Furthermore, Lawson reports that notwithstanding that he had flown many different makes of aeroplanes besides the Lawson planes and that he tested out all of his own designs himself, still throughout his long career as an aviator he never received so much as a scratch from an aeroplane accident. He was in several aeroplane accidents but was never hurt in one of them. Neither was anyone else, who was with him at the time, hurt. Such a remarkable career as that shows carefulness and rare good judgment in the execution of all of his plans.

In this book we have published a large number of photographs, letters and reproductions of newspaper and magazine articles. We have let a large number of people tell posterity what they thought of Lawson and show what he did at the time that it actually happened. Thus we have furnished a true history, written and pictured contemporaneously with the events themselves and proved with the dates printed upon the various documents at the time they occurred.

No one was able to buy his way into this history. It is just a plain recital of facts proven by photographs and documentary evidence with each statement made.

Lawson started out in the year of 1908 with a specific purpose in view and that was to advocate and promote and develop an aircraft industry and airline service for the human race to be benefited by. He went at it in a practical way and stuck at it until it was an accomplished fact notwithstanding that he was ridiculed by everybody as being a dreamer from the start to finish of the task undertaken.

Posterity will recognize Lawson as a very practical man with advanced plans far beyond his contemporaries.

The world is now ready to acknowledge that "Lawson's Dreams Came True." But the world must not forget that Lawson himself made his dreams come true although it took more than twenty years of his life to do it.

The reason that all of Lawson's plans meet with ultimate success is because he follows the natural line of procedure to obtain the required object. He does not theorize at all. He guesses at nothing. He does not play with hypothesis. He only deals with realities. When he starts a job he knows what the final outcome will be and exactly how to obtain it. He formulates the complete plan before he starts to work on it.

There are no "ifs" nor "can'ts" in his nomenclature. He has no theories whatsoever. When he offers a project to the world he knows that it can be accomplished.

When the world catches up to Lawson's forecasts on what can be done, and adopts his formulas to do it, then it will be a practical and wonderful world to live in.

LAWSON'S DREAM

By JACK E. DADSWELL

(Reprint from Dayton Sunday Journal, December 7, 1919)

IS ALFRED LAWSON A DREAMER, or is he, in reality, to become the designer of the greatest passenger carrying aerial sleeper ever constructed? If Lawson is a dreamer, then he is the Jules Verne of the Twentieth Century. If he emerges from his Milwaukee plant next spring, as he says he will, sets the propellers in motion and flies away to the Atlantic Seaboard to innovate aerial passenger service from there to the Pacific slope, then Lawson will be the Thomas Edison of flying. He will be the Wright of commercial aviation; the John D. Rockefeller of railless navigation; he will be the Christopher Columbus of a new era.

Lawson was in Dayton recently and at the Hotel Miami he conceived an idea.

"Transcontinental passenger service will necessitate a comfortable sleeping car," he pondered. "It will necessitate parlor cars, and it will necessitate stations at every city in the United States. It will necessitate a gigantic organization."

"The ship that I will bring out will have berths for 26 passengers. It will have wash rooms, smoking rooms, and it will be as comfortable as a railroad Pullman sleeper. The day coach will have all these commodities and will equal the parlor car of the steel rail. It will be more comfortable than any other medium of travel. And the greatest feature will be its power to sweep from the Atlantic seaboard to the Pacific slope in 36 hours," Lawson declared.

"When the snow begins to melt next spring," Lawson went on, meditatively, "ships larger than the one I now have will be drawn from their hangars at Milwaukee. They will be started east and west and north and south. The great cobweb of aerial traffic that will

emanate from our Milwaukee plant will be the greatest advance in aviation that has come to the world.

"Business men of the Atlantic metropolis will board the great aerial liner at Mineola, New York. They will be whisked through the air at more than 125 miles an hour and they will have their dinner in San Francisco 36 hours later.

"We will have scores of by-lines, connecting every section of Mexico, the southern United States, Canada and the northern United States with this great traffic way."

Then Lawson drew a crude sketch of the United States. He put New York on the eastern end. He put San Francisco on the western end, and interspersed throughout the expanse of the map he made little circles around which he wrote the names of Dayton, St. Louis, Kansas City, Denver and Salt Lake City.

"A day coach with fine parlor car luxuries will be used between New York and St. Louis. From the day coach passengers will change to an aerial sleeping car and the big sleeper will sweep westward over the Rocky Mountains.

"Men who enter the sleeper and go to bed shortly after leaving St. Louis will wake up in Salt Lake City the next morning. Imagine that: They will be three times as far away from their starting point on the flying sleeper as they would have been on a train. Their comfort will be more complete and the pure atmosphere up in the heavens will surpass the smutty odor of a railroad train.

"Then the big ship will be swished away to the Pacific Coast. And the passengers will sweep into the Golden Gate city just a little before sundown. "When the first transcontinental

route is established, others will be introduced. Another will run from New York to Cleveland, Chicago, Omaha, Helena, Boise and into Portland. The southern route will extend from New York via Norfolk and down the coast, including important cities in Florida, Georgia, Louisiana, Texas, Arizona and California.

"When this is completed the great aerial service will include a route from New York through the New England states west through Toronto and to the Pacific Coast at either Vancouver or Victoria. Another will branch north from Vancouver to Nome, Alaska, and the southern route of St. Louis will sweep into Mexico, Yucatan and South America.

"Perhaps," Lawson went on candidly, "we will establish a transatlantic and transpacific route too. The Atlantic service will emanate from Mineola, and will take practically the same course as the famous NC-4, via the Azores, Portugal and into England. The Pacific course will probably operate from San Francisco to Honolulu, Hawaiian Islands, via Midway and into Yokohama."

Lawson's dream—for certainly so gigantic an idea is a dream—pictures hundreds of passenger aeroplanes sweeping around the continent and crossweaving the United States.

If Alfred Lawson's dream materializes, the United States will lead the world in things aeronautic. The flying craft was made possible by the Wright boys. Will Dayton again come into the light of the world? It will take credit—in a competition with Milwaukee—for the birth of such an idea, for Dayton has become known throughout the world as the city where dreams come true.