Money Made Mysterious . . .

By PAUL STEVENS

ACTUALLY, nothing could be easier to understand than money. One of the most ancient and uncomplicated inventions of man, it was born of necessity to serve a simple purpose. Yet over the centuries, it has been made the subject of more confused thought than any other thing in history. This confusion about money is more valuable to the "money changers" than money itself.

In the simplest sense, Webster defines. money as "anything customarily used as a medium of exchange and measure of value, as sheep, wampum, copper rings, quills of salt, or of gold dust, shovel blades, etc."

While many things (including paper) have been used as mediums of exchange, the founder of the city of Babel, Nimrod, caused gold to be established as the "measure of value." Some 1,500 years later, Nebuchadnezzar established the "Gold Standard" when he succeeded his father on the throne of the Babylonian Empire in 604 B.C.

The Babylonian temples were built to worship false gods. Within the temples were strong rooms presided over by religious racketeers (later to be called international bankers). They exhorted the people to bring gold and other precious items to the strong room for safekeeping. Customers were handed little clay tablets as receipts (paper had not yet been invented).

The people paid 20 percent interest to the money changers for guarding their gold. Since it was inconvenient for people to "go to the bank" for every transaction involving the use of gold, the clay tablets began circulating as a "medium of exchange." Since the tablets were backed by gold supposedly deposited in the local "Fort Knox," nobody questioned the use of clay instead of gold.

But the money changers who had the strong room made a startling and history-shaking discovery: People seldom called for their stored gold. Less than ten percent of the total was ever called for at a single time. Therefore clay tablets, representing *ten times the amount of gold on hand, could be issued* and no one but the bankers would be the wiser. The banker could loan out ten times the amount of his deposits and remain solvent. So, instead of making 20 cents on each dollar on hand, he could issue *credit money* and make ten times 20 cents on each dollar—or two dollars profit for each dollar actually deposited in the bank.

When each of the 200 little kingdoms or states in the ancient world began issuing its own gold and silver coins or currency, money-exchanging became another fantastic source of easy revenue.

During the time of Christ, the Pharisees, the religious racketeers, had decreed:

1) That only in The Temple in Jerusalem could people worship Jehovah.

2) These "money changers" then required that no one could enter The Temple unless they first made a contribution to Jehovah. They further designated that "shekels" be the *only official religious money.*

The religious racketeers flagrantly cheated the people as they exchanged shekels (which were practically worthless) for so many coins of gold or silver. Whenever the money changers ran out of shekels, they would go into The Temple and unlock the boxes into which the shekels had been dropped. These coins they would take and resell to others. In this manner, the money changers became the richest and most powerful people of their day. Kings and others had to borrow from them on exorbitant terms.

The money changers that Jesus drove out of The Temple were the forerunners of today's International Bankers. In the next issue, the MERCURY will present the facts regarding the history of money and credit in America.

Sometimes, because of technical difficulties, a radio announcer can't always be at the best vantage point for an outdoor event. During a military parade, one radio reporter who was actually four or five blocks away from the procession, tried to convince his listeners that he was much closer. As Army tanks rumbled down the street, a trolley passed directly below him and the fellow got an inspiration.

"And now, ladies and gentlemen, one of Uncle Sam's mighty General Sherman tanks is passing and I will point our mike down the street so you can hear the terrific rumbling of this piece of scientific engineering."

With the aid of the volume control on the mike, the sound of the streetcar rumbling past really sounded convincing—until the motorman tramped repeatedly on his signal bell.—From *Your Slip Is Showing,* by KERMIT SCHAFER, published by Grayson Publishing Corp.

The Facts *about* Safety Belts

by Bruce F. Andreas, M.D.

THE POWERFUL CAR swerved wildly on the wet country road and crashed. The occupants were brought to me. They were dead—needlessly dead. From experience I knew that with certain precautions they might have crashed and lived.

Who am I to say this? I'm autopsy surgeon to the coroner, a specialist in pathology, deputized by the state to investigate causes of death. I see these accident victims day after day, and in repetition lies an answer.

I'm going to tell you exactly how 38,000 Americans died such unnecessary deaths last year and how their deaths might have been prevented. I'm going to tell you how you can save your own life, and the lives of our children, and how you can avert crippling injury. I'm *not* going to tell you about cutting down accidents.

Don't think it can't happen to you. There are 100 Americans living today who will be dead tomorrow because they thought just that. In the same 24 hour period 3,400 others will be injured, one every 25 seconds around the clock. Placed end to end in their hospital beds those injured yearly would reach from Canada well into Mexico, or from Boston to Miami Beach. Those killed by autos in the last 35 years comprise a larger group than the present populations of Wyoming, Vermont, Delaware, and Nevada combined. Some of you will have contributed to these figures within a year of reading this. You can protect yourself if you know how.

First let's clear our thinking and acknowledge that accident prevention per se is not the whole answer. Human nature, mechanical failure, environmental conditions will always produce *some* accidents. In 1954 they produced nine and one-half million of them, one for every six cars on the road! This, in spite of all our preventive efforts. We must find another approach.

"But," you may ask, "what other approach is there? Can we reduce deaths without reducing accidents?"