

you evidently hate, but a friend of mine offers one hundred dollars towards making your telescopes a "little stronger" still, so that you may yet see the water in those parallel "canals" of Mars! Do push on the astronomers "Dodo," pray do do; and thus crumble to "pieces," if you can, this

BIBLE VIEW OF THE WORLD.

1. Heaven is *above* (not all round), earth *beneath*, and "water under the earth." Ex. 20, 1-4.

2. Heaven, the firmament: a semi-transparent structure, strong enough to divide the waters "above" it, from those "below" it. Gen. 1:7; Job, 37: 18; and Psalms 19: 1.

3. The sun, moon and stars, placed within the firmamental *vault*, are powerful "lights" only, some greater some lesser, electrical and magnetic, intended for "signs and for seasons," and to give light to this the only world. Gen., 1: 16-18; Psa. 136: 7-9; and Rev. 6: 13.

4. The earth is represented as being "outstretched" as a plane, with the "outstretched" heavens everywhere above it, like a circular "tent" to dwell in; to the great confusion of our so-called "wise" men. Isa. 40: 22; Prov. 8: 27; Isa. 44: 24-25; Luke 4: 5; and I Cor. 3: 19.

5. The earth (or *land* portion of the world) is firmly and immovably fixed on "foundations," or "pillars;" having "ends" and "corners" jutting out into the sea, like *Land's End, Cape Finisterre, &c.* Gen. 1: 10; Job 38: 4-6; I Sam. 2: 8; and Psa. 93: 1; and 104: 5. R. V.

6. The sun, moon, and stars move around and "above" the earth (not more than a few thousand miles off) so that day and night are "ruled" by the motions of the heavenly bodies, or "lights," and not by the supposed axial motion of the *earth*, which contradicts the Holy Scriptures as well as our own God-given senses. Heaven is nearer to us than we have imagined. Josh. 10: 12-14; Psa. 19: 4-6; Luke 24: 51; and Dan. 9: 21-23.

7. All that exists was created in six days (of the same kind as the seventh), and not slowly evolved, as infidels suppose and recklessly affirm, during "millions of millions of years." God said; "In six days the *Lord* made heaven and earth, the sea, and all that in them is, and rested the seventh day; wherefore the *Lord* blessed the Sabbath day, and hallowed it." Ex. 20: 11. SHALL WE BELIEVE THE CREATOR, OR THE CREATURE?

Christian, will you be guilty of so great a sin and enormity; and especially for a modern unproved and *unprovable* assumption? See *previous notes*. For, "*He that believeth not God hath made Him a liar.*" Dare you act thus, and deny the truth of His Word? which, in spite of what half-hearted Christians say to the contrary, *does* deal with the question of the Creation and the Universe, setting forth the wonderful works of God as the basis of our allegiance to Him as the Creator.

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The Vanishing Ship.

BY "SEARCH TRUTH."

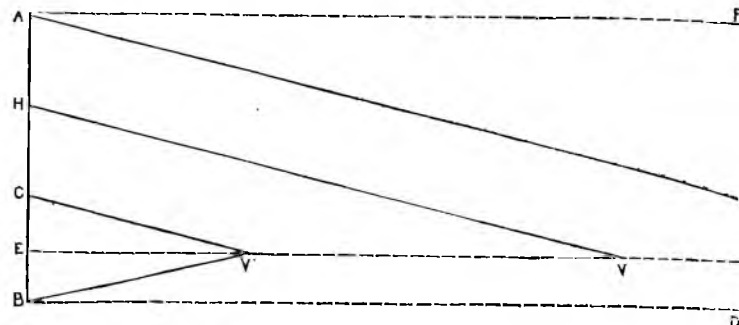
Proofs (so-called) of the World's Rotundity, examined in the Light of Facts and Common Sense.

PROOF I.—"If on a clear day we take our stand on a hill above a seaport while ships are leaving, we shall see that the ship does not become dimmer and dimmer, and is so lost at last to our view, but that we first lose sight of the hull, then of the lower half of the masts, and last of all of the top masts. In the same way, if we catch upon the horizon the first sign of a ship, we shall find it to be the top masts and top sails; then we shall next see the masts, the whole masts, part of the hull, and, last of all, the entire hull. In both cases it is as if the one ship were going down, and the other were coming up, a hill. This is one proof that the earth is round," *i.e.*, a globe. The above is copied from "A Senior Geography," by John Markwell, M.A., corrected down to 1882, and used by the London University.

PROOF EXAMINED.—If a good telescope be used when the hull of a vessel has disappeared very frequently the whole of the vessel will be restored to sight, specially in calm weather. How then can the hull of a vessel have gone down behind a "hill of water"? One must either believe that the telescope enabled the observer to see through a "hill of water," or else that there is no "hill of water" at all. The writer has seen the whole of a vessel through a telescope when, with the unaided eye, only the top of a mast could be seen. The vanishing hull trick is thus exposed as a fallacy, for it is certain that, if the ship had gone down behind a hill of water, no telescope could restore it to sight again. Often, when at the seaside, the hull of a vessel has disappeared to one person, but to another, of longer sight, it can be seen quite plainly. This proves it is partly a question of optics, for if once a vessel had gone behind a real hill of water, no difference of sight could possibly restore it to sight again. The Laws of Perspective alone are quite sufficient to account for the way ships disappear at sea, and it is strange that in almost all geography books these laws are ignored, as the following sentence clearly shows: "The ship does not become

THE VANISHING SHIP.

dimmer and dimmer." This is untrue, and is supporting a THEORY at the expense of FACTS. Let the reader watch for himself, and he will find that a receding vessel appears to become both smaller and more indistinct, until first the hull vanishes from sight and afterwards the masts, which gradually appear to grow less as the distance increases. The hull vanishes first partly because it is in and upon the water which forms a dark background to the observer. The following diagram will illustrate the Law of Perspective, and show that it is quite in accordance with those laws for the hull to disappear first upon a plane surface.



Let A C represent the mast 20 feet high, and C B the hull 10 feet high; E the line of sight 5 feet above the surface of the water B D. The horizon will be formed at V, where the sea appears to meet the line of sight E V. The hull C B will appear to vanish gradually and equally until it is lost at V, because its higher and lower parts are equidistant from the line of sight E V; but the mast which rises 20 feet higher will not vanish at the same time, but will do so at a greater distance on the line E V. Thus, besides being against a clearer background, it will be evident that in such a position the hull must disappear first, and the mast afterward, by the laws of perspective alone. Because a hull would disappear if it actually went behind a "hill" it is concluded that the world is a globe; but if the earth were a globe a ship's hull could *never* be restored to sight. As this can happen on a flat surface, it can only be regarded that the earth and sea form a vast plane. It can, however, be demonstrated and practically proved in other ways that the sea is a vast extended plane, and that the world is *not* a globe.

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JOHN WILLIAMS, 96 ARKWRIGHT STREET, NOTTINGHAM.

PROCTOR'S ADMISSION: OR, THE ASTRONOMERS SILENCED, REGARDING THE BEDFORD CANAL EXPERIMENT; SHOWING

*How "Parallax" demonstrated what Mr. R. A. Proctor admits
viz.: that there is*

Something Wrong in the Accepted Theory.

Mr. Proctor in his "Myths and Marvels of Astronomy," page 208, says: "Of course, if he, ['Parallax'] had, with his eye a few inches from the surface of the Bedford Canal, seen an object close to the surface six miles from him, there manifestly would have been something wrong in the accepted theory about the earth's rotundity."

With that admission and the following FACT, all honest investigators of Nature will see that the globe theory is doomed. This is what "Parallax" saw, and what the shape of the world really is:—"A train of empty turf-boats had just entered the canal from the river Ouse, and was about proceeding to Ramsey. I arranged with the captain to place the shallowest boat last in the train, and to take me on to Welney Bridge, a distance of six miles. A good telescope was then fixed on the lowest part or stern of the last boat. The sluice gate of the Old Bedford Bridge was 5 feet 8 inches high; the turf-boat moored there was 2 feet 6 inches high, and the notice-board was 6 feet 6 inches from the water. The sun was shining strongly upon them in the direction of the south-south-west; the air was exceedingly still and clear; and the surface of the water smooth as a molten mirror, so that everything was favourable for observation. At 1.15 p.m. the train started for Welney. As the boats gradually receded, the sluice gate, the turf-boat, and the notice board continued to be visible to the naked eye for about four miles. When the sluice gate and the turf-boat—being of a dark colour—became somewhat indistinct, the notice-board—which was white—was still plainly visible, and remained so to the end of six miles. But on looking through the telescope all the objects were distinctly visible throughout the whole distance. On reaching Welney Bridge I made very careful and repeated observations, and finding several men upon the banks of the canal, I called them to look through the telescope. They all saw distinctly the white notice-board, the sluice gate, and the black turf-boat moored near them. Now, as the telescope was 18 inches above the water, the line of sight would touch the horizon at one mile and a half away—if the surface were convex. The curvature of the remaining four miles and a half would be 13 feet 6 inches. Hence the turf-boat should have been 11 feet, the top of the sluice gate 7 feet 10 inches, and the bottom of the notice board 7 feet below the horizon."—"The Zetetic. April, 1873).

No wonder that the late Mr. Proctor declined the late Mr. Hampden's challenge to an experiment of this character on that self same piece of water. He saw what results would follow, and so do all the astronomers and geographers, hence their silence!

The horizontality of water proves that the world is a Plane, and therefore cannot be a rotating Globe as we were taught at school!

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