



**RESCUED FROM FIRE**

Sandra Spavin, 24, her face registering pain from burns, is helped down ladder by firefighter from three alarm blaze which swept a five-storey apartment building on Commonwealth Avenue. (AP Photo)

**THOUGHTS FOR OUR TIME**

BY HIS EMINENCE CARDINAL McGUIJAN

**THE MOMENT OF DEATH IS THE HARVEST-TIME**

Every now and then it is a good thing to consider one's own death. It is a difficult subject for contemplation, not least because our knowledge of death is very imperfect, coming as it does, on every occasion, save one, by observation rather than by personal experience. Death always seems to be happening to someone else, and we, the onlookers, are all too easily persuaded that it will continue thus. Who among us can imagine the world without himself? We are reluctant even to try to project ourselves into the receiving end of the experience. We are content, it seems, to remain in the viewer's chair, awed at times by the mystery of death, sometimes drinking in the emotional aspects, again, judging the dramatic qualities of the scene, and, all too frequently, turning a deaf ear to the sound of the tolling bell, a blind eye to its significance for us the living.

And, if meditation on death seems out of place, too morbid perhaps, how much attention will be given to the still-more-difficult subject of life after death? For most men, of course, to think of death in any way, entails some consideration of its sequel. Very few of us can accept the notion of oblivion with equanimity. There are exceptions to this rule to be found among those who refuse to acknowledge the reality of death, get beyond its portals, or at least to its threshold by means of self-persuasion of some other, equally vacuous, form of self-delusion. Still others, taking the simple approach, reject even the possibility of a life after death.

**PROPER ATTITUDE**  
The important thing, they tell us, is to die well. Valor, in the face of the inevitable, is the proper attitude for the self-sufficient. Such a Stoic approach to death and its aftermath is, and has always been, a stage device. An oversimplification, it rarely if ever brings contentment to the performer, although it may satisfy some of the customers! Men who live as they think, soon begin to think as they live. An easy-going gospel caters to an easy conscience. The realities of the next life, Heaven and Hell, cannot be faced by those who have turned from reality in this life. An easy conscience must, of necessity, deny the existence of Hell.

Surely our experience bears this out. Some men believe in Hell, are afraid of it, and, as a result, shun the sins which lead to it. Other men love their sins, deny Hell, but rarely do they escape their fear of it. Our failure to grasp the meaning of Heaven and Hell arises from our inability to recognize them as essentially concerned with our moral acts in this life.

Many of us think of Heaven, for instance, as the due reward of a good life and separate from it, like the silver loving-cup fog the winner of a race. We forget that the loving-cup is not inseparable from the victory. War does not always produce peace as its inevitable result; the prize may or may not be given. Instead, Heaven is to the Christian life as learning is to study. When I study I acquire knowledge by that very act; the two are inseparable, the one being the fruition of the other.

**BOUND WITH EVIL**  
Hell, also, is often thought of and made to appear as a punishment which is unrelated to a life of sin and a rejection of God and His Law. Hell is not related to an evil life as a whipping is to an act of disobedience, for, again, such punishment, like the loving-cup for the victor of the race, may or may not be forthcoming. Rather, Hell is bound up with an evil life in much the same way as blindness is related to the loss of an eye.

If I lose my eyesight I am blind of necessity. When I reject God's law, refuse His pardon, and die in such a state, I must suffer Hell as a consequence. This is to miss the goal of life; it is to desire God and yet hate oneself for wanting Him. Hell is an asking never to receive, a seeking never to find, a knocking at a gate which is eternally closed.

Heaven and Hell are the natural and inseparable results of acts, good and bad, in the supernatural order. Life on earth is our springtime, a time for sowing the seeds, good or bad, which lead to Heaven or Hell. The moment of death is the time of harvest.

**Launching Error For Missile Seen Threat For Start Of War**  
By ELTON C. FAY  
WASHINGTON (AP) — An American intercontinental ballistic missile, if launched in error, might not necessarily fly undeterred to a Russian target and set off a nuclear war.

The possibility of starting a war by accident, as a result of mistakes or mishaps in the United States or Russia, has brought expressions of grave concern in capitals around the world.

At first the worry related only to manned bomber forces. But creation of an elaborate signal system together with the fact that it would take bombers hours to reach their targets — during which they could be recalled by radio-diminished some of that concern. Ballistic missiles pose another and more critical problem. They can reach their targets in minutes instead of hours. And a ballistic missile cannot be diverted in flight.

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**Score Of Ship Collisions Is Recorded in Three Years**

By JAMES DEVLIN  
NEW YORK (AP) — The number of ship collisions since the Andrea Doria-Stockholm disaster three years ago has climbed to more than a score, with three "big name" vessels involved.

The latest of these is the British liner Queen Elizabeth, world's largest passenger vessel, which had a brush with the freighter American Hunter this week. Earlier this year the American liner Constitution and the American cruise liner Santa Rosa had similar mishaps, the Constitution with the Norwegian tanker Jalanta and the Santa Rosa with the American tanker Valchem.

Is the number of ship collisions increasing? A coast guard spokesman here said no breakdown of comparative figures over the years was readily available. But he expressed an informal opinion that there has been little if any rise in the collision rate.

**WELL-KNOWN NAMES**  
He said public attention possibly has been focused more than usual on collisions because of the drama of the Andrea Doria-Stockholm tragedy and the well-known names of ships involved in later mishaps.

Fifty persons perished in crash of the Italian Doria and the Swedish Stockholm in a patchy fog off Nantucket July 25, 1956.

Four seamen aboard the Valchem died in the collision with Santa Rosa off Atlantic City, N.J., in early morning darkness last March 26.

No one was injured in the collision of the Constitution and the Jalanta in a fog outside New York harbor last March 1, nor in that of the Queen Elizabeth and the American Hunter in a fog off Coney Island Wednesday.

Fog was involved in three and darkness in one of these four crashes.

There seems to be many problems about radar and navigation," said Capt. Louis Murphy of the Valchem.

All the "big name" ships involved were either nearing or leaving New York harbor in busy sea lanes.

But two of the most disastrous collisions since that of the Doria-Stockholm happened far distant from those coastal waters. The Danish passenger-cargo ship Hans Hedtoft collided with an iceberg last Jan. 30 off Greenland and sank with a loss of all 95 persons aboard.

**94 LIVES LOST**  
An Argentine river steamer

or, on the other hand, to disarm it if the nuclear trigger is cocked. Radio command signals to the missile can do either.

Or the safety mechanism can go a step further—the missile won't explode if it fails to receive a confirming command radio signal after it is in trajectory. Finally, there is the best known and most widely used device, the self-destructing system used to blow up a test missile which strays off course or otherwise shows signs of trouble.

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sank with a loss of 94 lives in a collision with an American freighter in the Uruguay River near Buenos Aires on Aug. 27, 1957.

The Great Lakes area has had mishaps, too.

A collision between the ore carrier Ben Moreell and the railroad car ferry Ashabula sank the ferry in the harbor channel at Ashabula, Ohio, on Sept. 18, 1958. The vessel's 42-man crew was rescued.

The Liberian freighter Monrovia sank in a collision with the Canadian freighter Royalton in a heavy fog in northern Lake Huron on June 25 this year. The Monrovia's crew was rescued.

**LUCKY TO BE ALIVE**

NIAGARA FALLS, Ont. (CP)—A 14-year-old boy was rescued alive Saturday after he plunged 10 feet down the Niagara River gorge. John O'Brien, a ward of the Toronto Catholic Children's Aid Society, suffered a fractured left wrist, injuries to his back and chest and many cuts and bruises.

**NEWSPAPER DIRECTOR DIES**

SYDNEY, Australia (Reuters)—Edward William MacAlpine, a director and former editor-in-chief of Australian Consolidated Press Limited, publishers of the Sydney Daily Telegraph and Women's Weekly, died here Saturday. He was 63.

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