One Too Many?

Eleven days ago, on Memorial Day, four Minneapolis police officers killed a man. One choked the life out of George Floyd by putting a knee on his neck. Two others helped by holding him down. The fourth stood watch.

One more black man killed by men in blue. It’s not a new story. It’s so familiar, in fact, that one could argue it wasn’t even news.

On the other hand, during this hyper-quantified era in which refrigerators can remotely report to homemakers how many eggs they are holding at any given time, this would certainly seem to be a number of which someone ought to be keeping track.

As it happens, deep within the labyrinthine bowels of the DOJ contains a Bureau of Justice Statistics [BJS]. It maintains an Arrest-Related Deaths [ARD] program intended to “track the number of deaths that occur during the process of arrest in the United States.”

Early in 2015, BJS released a report assessing the ARD. Bottom line: it flunked, ranking somewhere between 34 and 49 percent.

What, more, that estimate was known to be an undercount. And it did not include that all unobserved law enforcement agencies had zero law enforcement homicides.

For nearly 20 years, the Human Rights Data Analysis Group [HRDAG] has been helping human rights projects around the world fight large-scale human rights abuses through the use of rigorous statistical and analytical research. For years ago, to turn its very particular set of skills on the BJS report. The conclusion: it had been too generous.

After years of granting him impunity, Twitter finally cited the President for “glorifying violence.” This mild chastisement seems to have bruised his ego beyond the miniscule limits of its tolerance. He vowed revenge through Federal regulation of the company he uses to keep the literal part of his base in a state of constant agitation. Then the President’s day got worse. At about 7:00 p.m., as hundreds of protestors chanted in the vicinity of the White House, a few hopped over a temporary barrier, a few hundred feet to the east. “Rattled,” according to the New York Times, “calling a person with firsthand knowledge” and a “second official familiar with the events,” Trump and his family scurried into an underground bunker surrounded by members of the Secret Service.

The following day, his bravado restored, the most protected man on Earth boasted, “nobody came close to breaking the fence. If they had, they would have been greeted with the most vicious dogs, and most ominous weapons, I have ever seen.”

Whatever remnants of the President’s mind survived that trip to the bunker appear to have been lost over the ensuing weekend. Monday he called the nation’s governors and berated them for their cowardice, then turned the call over to the Secretary of Defense. Peace comitatus be damned, Esper exhorted the governors to “dominate the battlespace.”

From the Rose Garden, Trump then “delivered a speech,” according to the New York Times, “calling himself ‘an ally of all peaceful protesters,’ as ‘the sound of explosions and the yell of demonstrators could be heard [coming from Lafayette Square].’”

After receiving repeated warnings to disperse before the city’s curfew, the crowd was tear-gassed.

Attorney General Barr claims to have ordered the clearance of Lafayette Square. Perhaps that’s true; no one can lie with every word. It wasn’t the first time, though, that he did Trump’s bidding with out being asked. Where he got the authority to command the National Guard is anyone’s guess.

Several parties were filming as Trump, Esper, and other members of this movable facso crossed the dominated battledesate to St. John’s Episcopal Church. At least one camera captured a chaotic scene in which cops viciously beat an Australian television crew. Another—we’re not sure whose, Leni Riefenstahl has been dead for years—captured the low-angle footage necessary for this fall’s campaign ads; nary a black protestor in sight.

Once in front of the boarded-up church, the President, had nothing to say. Iванка Trump reached into her $1,500 purse and pulled out a Bible, which Trump held aloft; part of the time it was upside down. The White House compared the photo to op to Churchill’s inspections of bomb-damaged London during the Blitz.

It looked more to us like 1922, when Mussolini ran on Rome.

The Alleged News®

A Statement on George Floyd, from the Black Heritage Trail of New Hampshire

Like most of us, we at the Black Heritage Trail of New Hampshire are outraged because of the murder of George Floyd. We are outraged because of his murder and because of other recent displays of the type of injustices African Amencans bear daily. We are outraged and we are made weary. Part of our outrage is as you might expect: We are the Black Heritage Trail and Black Lives Do Matter. But our outrage is not only because our focus is the history of Black Americans.

What we want to do today is remember this in our state helps me articulate another aspect of our outrage. In this state, before it was a state, before there was even a country for any of us to exist in, there was an African man, Prince Johonnet, who volunteered to fight with other future Americans in the Revolutionary War. He fought at the Battle of Bunker Hill. He is not the only African who fought for the idea and the ideals of our nation. For many Black Americans, the idea of America is too good to be true, is primarily aspirational. When we choose to be patriotic, an amazing choice, given most readings of history, we are making a conscious decision to believe in a hope, in a promise. It is to choose to walk forward in faith, oftentimes against common sense, propelled forward by the ideal of America, as yet unborn. Our outrage is a patriotic outrage. For us to sit back and accept this would be to betray the memory and sacrifice of Mr. Johonnet and others.

Whatever else we, as citizens, as supporters of the Trail, as human beings of the Black Heritage Trail of New Hampshire will continue to do is work to tell the stories of Africans in our state. We will continue to encourage conversations about these critical issues; we will support each other as we continue to move forward in this work, and in all of our work, especially when that work intersects community and provide support to the people who make community possible.

“Thank you for your support of the Trail. May you and your circle of intimates be blessed with health and peace.”

Sincerely, Reverend Robert H. Thompson, President of the Board, Black Heritage Trail of New Hampshire; http://blackheritagetrailnh.org/ Lynch Law Passage Blocked

Exclusively six score years ago, journalist Isa B. Wells-Barnett, born into slavery, wrote of an "unwritten law" justifying lynchings:

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Yesterday George Floyd was memorialized. Also yesterday, an anti-lynching bill was killed in the U.S. Senate. Rand Paul [R-Ky.] insisted that his motives were pure and that he abhors racism. He objected, he said, because the bill defines lynching too broadly and thereby runs the risk of creating, not preventing, injustice.

"Approximately three-quarters of the Black Heritage Trail of New Hampshire nations bear daily. We are outraged and we are made weary. Part of our outrage is as you might expect: We are the Black Heritage Trail and Black Lives Do Matter. But our outrage is not only because our focus is the history of Black Americans.

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The team validated the KC-46’s boom and drogue aerial refueling systems. As part of the required flight testing, completed a series of lab, ground and flight tests, which commenced in 2015. At part of the required flight testing, the team validated the KC-46 boom and drogue aerial refueling systems met FAA certification criteria. [Emphasis added.]

Our Boeing/Air Force test team did an outstanding job successfully leading us through all the requirements, and we appreciate the FAA’s collaboration as well,” said Mike Gibbons, Boeing KC-46A tanker vice president and program manager. “This milestone is important in that it is one of the last major hurdles in advance of first delivery to the U.S. Air Force. [Emphasis added.]

Six aircraft have supported various segments of STC and MTC testing. Overall they have completed 3,500 flight hours and offloaded more than three million pounds of fuel during refueling flights with F-16, F/A-18, AV-8B, C-17, A-10, KC-10, KC-135 and KC-46 aircraft. Boeing is currently on contract for the first 34 of an expected 179 tankers for the U.S. Air Force.

— The Boeing Company

Now nothing stands in the way of the KC-46 entering service. This is a rather remarkable achievement for a program that only began in 2011 and which even late last year was struggling to resolve problems with parts of its refueling system. The Air Force is now scheduled to receive its first production tanker this month with the remaining 17 aircraft required under the original contract to be delivered no later than April 2019.

— Dan Gray, Real Clear Defense, September 12, 2018; "The KC-46 Is on the Cusp of Transforming U.S. Air Mobility"

The head of U.S. Transportation Command has warned that delays to the new KC-46 Pegasus tanker could require the military to rethink plans for aerial refueling. Gen. Stephen Lyons, speaking to the Atlantic Council last month, and issues with developing and fielding the KC-46 could further complicate refueling efforts if the Air Force sticks to its plan to retire legacy tankers, according to Defense News.

Officials had already planned on retiring some older KC-135 and KC-10 tankers as they field the new tanker. But leaders have also made it clear the KC-46 will not see action in combat until problems with the boom camera are resolved.

The boom issue is one of several that have plagued the new Boeing-built KC-46A tanker this month with the remaining 17 aircraft required under the original contract to be delivered no later than April 2019.

— Dan Gray, Real Clear Defense, September 12, 2018; "The KC-46 Is on the Cusp of Transforming U.S. Air Mobility"

The KC-46 Pegasus aircraft are delivered to the U.S. Air Force in New Hampshire. The 157th refueling wing, flies the new KC-46.

— National Guard Association of the U.S., February 4, 2020

The U.S. military’s top transportation commander is urging the Air Force to keep more of its legacy air-refuelers in service until more of the Boeing-built KC-46 Pegasus aircraft are delivered and operational.

Speaking at a congressional hearing last week, Gen. Stephen Lyons, the head of U.S. Transportation Command, said the service should rethink its plan to retire 13 KC-135s and 10 KC-10s during fiscal 2021, warning that failure to do so would create a capacity bubble with significant impacts to Combatant Command daily operations and wartime missions.

The KC-46, the newest tanker in the fleet, has been plagued with issues since delivery began in 2018, including problems with the remote vision system for the refueling boom. Officials believe a fix for the remote vision system will be ready in the coming weeks. [Emphasis added.]

Air Force leaders proposed cuts to the legacy fleet in order to fund other projects. But Lyons argued that keeping the 23 tankers in service would only cost about $110 million, according to Breaking Defense.

The Air Guard has 17 air refueling wings, most of them fly the aging KC-135. One, New Hampshire’s 157th Air Refueling Wing, flies the new KC-46.

— National Guard Association of the U.S., March 3, 2020

Why The Air Force’s Latest Flight Plan For Its KC-46 Tankers Looks Likely To Finally Deliver Success

It is now nearly 20 years since the U.S. Air Force decided it needed to replace its aging fleet of aerial refueling tankers, and settled on a modernized version of the Boeing 767 jetliner as the logical solution. At the time, most of the
tanks in the fleet were already over 35 years old. What followed was one of the most Byzantine, convoluted stories in the history of military acquisition. First the Air Force tried to buy 100 of the planes from Boeing. Then it was forced by Congress to conduct a competition which detailed and had to be rerun. Then it encountered major delays in fielding the plane it selected. The good news is that in the end, it got what looks to be the most capable and efficient aerial refiler ever built. It began accepting that plane, the KC-46 Pegasus, at air bases in Kansas, Oklahoma, and New Hampshire last year. As originally planned, Pegasus is based on the 767 airframe built by Boeing (a contributor to my think tank). [Emphasis added.] — Loren Thompson, Senior Contributing, Aerospace & Defense, Forbes.com, April 6, 2020

WASHINGTON — New Hampshire’s U.S. senators are among three calling for the Government Accountability Office to investigate ongoing delays keeping the new KC-46 refueling tanker from being used in operational missions.

In the letter, the Senators wrote, “The KC-46 aerial refueling tanker modernization program, currently assessed at a cost of about $43 billion, is one of the Air Force’s highest acquisition priorities. The Air Force started accepting aircraft in January 2019 with severe critical deficiencies. While the Air Force has already accepted over 30 aircraft, U.S. Transportation Command has decided not to use the aircraft in operations until the critical deficiencies are fixed, which is not expected to occur until 2023.” [Emphasis added.]

“IP, Irene Trippeott
Sadly, we report the death of Irene Trippeott, of Wilkesboro, N.C. Ninety years old, she was the last-known surviving child of a veteran of the Civil War. In a war that famously saw brother-fighting brother, Irene’s father took things a step farther. Moses Trippeott fought on both sides. Originally a private in the Confederate Army, he deserted as his unit was on the march, about a week before the Battle of Gettysburg. It was the smart move: less than ten percent of his outfit survived. Swapping the gray for the blue, he spent the last year of the war with the 3rd New Carolina Mounted Infantry. Moses married his second wife in 1924, when he was 78. His wife Elida Hall was just 27. Irene came along in 1930. Her life story could have been written by William Faulkner or Eudora Caldwell. “I didn’t care for neither one [of my parents], to tell you the truth about it,” she said, in a posthumous interview. “Irene’s demise, a burden has been removed from the budget of the Department of Veterans Affairs... The Air Force started accepting aircraft in January 2019 with these critical deficiencies. While the Air Force has already accepted over 30 aircraft, U.S. Transportation Command has decided not to use the aircraft in operations until the critical deficiencies are fixed, which is not expected to occur until 2023.” [Emphasis added.]

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Osiris Krupke, in full riot gear including a 9 mm Sig Sauer self-firing pistol acquired as surplus from the Policia Nacional de Colombia (a contributor to my think tank), was on patrol turned as defective, actually, but let’s not split hairs and a few jelly donuts.

Then it encountered major delays in fielding the plane it selected. The good news is that in the end, it got what looks to be the most capable and efficient aerial refiler ever built. It began accepting that plane, the KC-46 Pegasus, at air bases in Kansas, Oklahoma, and New Hampshire last year. As originally planned, Pegasus is based on the 767 airframe built by Boeing (a contributor to my think tank). [Emphasis added.] — Loren Thompson, Senior Contributing, Aerospace & Defense, Forbes.com, April 6, 2020

WASHINGTON — New Hampshire’s U.S. senators are among three
When Trump May Need the U.S.P.S.

To the Editor:
The Post Office represents the hope for the future of a functional republic. It has endured thousands of cuts from so-called “conservatives” in Congress who seek to break the postal union and impose pension requirements that no for-profit business could not afford in billions which could survive. Withal, the U.S.P.S. continues to link all in our country with excellent service and the best package shipping rates for working schmucks like you and me who don’t have the bucks or volume to wrangle sweetheart deals with UPS or FedEx, who are Riccheting their clutches at the prospect of devouring the spoils of a broken-up U.S. Postal Service at the behest of “conservatives” who are really lying plottocrats and their thkinkees in the GOP. And its union takes care of the health, safety and earning power of its members, unlike the non-union, anti-union private carriers.

No wonder the brooding, addled, orange-tinted, ethically bankrupt business failure in the White House would endeavor to bleed the Postal Service to death and break its union. It’s simply too functional and essential for a President who is neither my call: The people of this nation。

My day. If anyone close to him or the Vice President wants to go out公共场所 then they must do so carefully, remembering the implications of their actions. Trump tear-gassed a path to a church to demagogue. I think he lacks the knowledge that so many Americans know, that if people gather in pews and worshipped too soon, many will die, particularly the elders. In urging people to congregate while the contagion rages, Trump shows that he does not care about people, he cares only about his reelection. Don Nolte

Exeter N.H.

Don: The 3 candidates.

To the Editor:

I’m going to be the great cure. Given that, many politically motivated individuals are staying home. President Trump has, in the past several days, embarked on an effort to order re-opening of churches. He does this not because he is religious, or concerned about constitutional rights, but to divert attention from his mishandling of the pandemic response, to cleanse his hands of the blood of those whose lives his irresponsibility has cost.

Trump knows, or at least anyone qualified to be President ought to know, that if people gather in pews too soon, many will die, particularly the elders. In urging people to congregate while the contagion rages, Trump shows that he does not care about people, he cares only about his reelection.

Don Nolte

Exeter N.H.

Dad: We’ll note for the record that we reached a decision before Trump tear-gassed a path to a church to demagogue.

The Editor

We're with you—despite being some of San Antonio, Texas Andrew: We’re with you—despite being some of San Antonio, Texas

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and wall about the injustice the Re-
publicans are getting to commit, and then, like clockwork, another kick in the teeth for the Democrats to howl in pain about.

I guess there really isn’t any place in the middle of that; which explains why no one is there. The Democrats keep trying to get a safe seat but Mitch McConnell won’t agree to one.

Lors Laperrere
Rochester, N.H.

Time: Good god, man—did you have to put these images into our formerly-chaste edi-
torial head?

The Editor

Solution—End the Occupation!

To the Editor: If Israel annexes more Palestinian land, anticipate a violent uprising. Already, the head of the Israeli Occupa-
tion Forces has sent additional troops into the West Bank. Moreover, if Is-
raeli Prime Minister Netanyahu takes into the West Bank. Moreover, If Is-
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Calling Toody and Muldoon

by William Marvel

Thirty-odd years ago I got a phone call out of the blue from Mike Cavanaugh, a retired Philadelphia policeman. I didn’t know him, but he had a four-year contract to write a book about a Civil War battle of the “Crazed,” and the contract was barely 90 days away from the deadline. He had done all the research, but had written only half a page, and wanted to know if I would be interested in co-authoring the book with him. At the time I was writing the biography of the Union general who lost that battle, so it seemed like an easy transition, and a few days later Mike showed up at my house with several boxes of notes.

He had a lot of cop tales to tell, beginning right after dinner on his first night here, when he saw his old partner, Mike Chitwood, on the Channel 6 news. Chitwood, who was then the Portland police chief, was known in Philadelphia for making the original arrest of the “Unicorn” killer. The two Mikes had served during the tenure of the notoriously tough Frank Rizzo as police commissioner and mayor, but theirs sounded more like a Barney Miller department.

One story involved an officer who, near the end of his day’s shift, responded to the scene of a shooting. The body was near the middle of the street outside the bar where he had gotten into a fight, and the centerline of that street marked the precinct boundary. Without waiting for a police “chalk fairy” to outline the body, the detective dragged the deceased a couple of feet toward the curb and called his precinct head. The incident was apparently not recorded in the precinct logbook, so the police were not aware of the murder.

Most of Mike’s stories inadver- tently illustrated it. Unfortunately, Philadelphia police resisted to force, despite that city’s reputation for vi- olence and occasional police brutal- ity. He retired as a lieutenant in the detective division, but he also spent a lot of years as a patrolman, yet he never fired his weapon in the line of duty. His accounts of department in- spections and range practice hint that his restraint was not uncom- mon. Apparently that precocious fear of a lack of inspections during an ex- tended period, and an older sergeant managed to avoid a close examina- tion of his service revolver for years. When a new commander took over and sprang a surprise inspection of all officers and their equipment, he found the barrel of the sergeant’s sidearm blocked by a coconu.

It may have been the same new precinct commander who sent ev- eryone to the firing range, where it became evident that another veteran officer had become negligent about target practice and replenishing his ammunition. The first round he fired resulted in a barely audible “pop,” and the bullet emerged with so little velocity that everyone could see it floating toward the target, beneath which it tumbled to the floor.

The names are the Memorial. John Meinhold Portsmouth, N.H.

The writer is an Air Force veteran and the son of a decorated WWII air combat veteran who was listed as MIA during March of 1945.  —as

John: Congratulations! out of the myriad structures in Washington, D.C., you have brought up the one about which we are least capable of pretending to be either dispassionate or disinterested.


Modify the Vietnam Veterans Memorial? Let’s skewer down here….

Feeling the need for backup, we forwarded your letter to a couple of fellow members.

The first calmly responded:

Why do you continue to do the things that we have already broken in, sacramentally, at the hands of those who found out that they had gotten our permission to do them? That’s OK, you can drive an oak tree.

Pretty soon, they will want him on the wall also, because, after all, he was on the way to Vietnam. In a backup compromise, put them on a wall but don’t f_____k with the one we have already broken in, sacramentally anointed, as it is, by a tsunami of tears over the years. Instead, find another slab or f_____k that black granite, set it up somewhere nearby and put the new names on it. If you don’t, the com- plaint, tell them like any real Vietnam veteran would, it’s not—never—noth- ing.”

The second (edited for space) wrote, “The whole f_____king thing stinks as much as the Nam’s murky rice paddies in humid 95-degree heat. As _______ says, there’s no end to this. F we couldn’t want to see another Wall, even a small- er one in that space. The two-Wall choreography idea is nothing that I’d be in favor of. Where the Wall memorial now sits is all that should be there, like a haunting ghost from a misbegotten war that never should have been there. There is no good alternative to the Wall quandary, but a second Wall in that sacred place would detract from the presence of Maya Lin’s profound design. And sets don’t need the cowbow affect!”

Thanks, ______ and P_____

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THE ARTS ARE GOOD FOR BUSINESS. They bring $58 Million per year to Portsmouth.

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THE ARTS ARE GOOD FOR THE SOUL. They break you free from the confines of your day-to-day.

THE ARTS NEED YOU. We are proud to be part of an arts-rich community, but we are all being hit hard during this crisis.

Help us ensure that our vibrant arts community is still thriving when all of our doors are open again.

Please consider supporting the arts today.
What does “Small Government” buy us?

by Jim Hightower

Amazingly, America has become a nation of socialists, asking in despair, “Where’s the government?” These are not-born-again Bernie Sanders activists, but everyday people of all political stripes (including previously apolitical multitudes) who’re now clamoring for big government intervention in their lives. Nothing like a spreading coronavirus pandemic to bring home the need that all of us have—both as individuals and as a society—for an adequately-funded, fully-functioning, competent government capable of serving all. Instead, in our moment of critical national need, Trump’s government was a rickety medicine show run by a small-minded flam- flammer peddling laisser-faireland snake oil. “We have it totally under control,” Trump pompously declared after the first U.S. case was confirmed in January. For weeks, as the pandemic spread out of control, he did nothing—an increasingly anxious public found that they couldn’t even get reliable test kits from Trump’s hollowed-out government health agencies. Still, he shrugged off all concern and responsibility. “By April, you know, in theory,” he said, “when it gets a little warmer, it miraculously goes away.” Not exactly a can-do Rooseveltian response to a national crisis!

By March the inconvenient fact of a death toll rising terrified this imperor of a president as incom- petent, uncaring, and silly. That complete absence of White House leadership is why a deadly pandemic is now raging practically everywhere across our land, unknown millions of us are being infected, a “closed indefini- nitely” sign has literally been hung on the American economy, and even our people’s social and civic interac- tions—the essence of community life—have been halted.

Right-wing politico Grover Norquist once said he wanted a govern- ment so small “I can drag it into the bathtub.” Trump has shown us what such a small-minded government looks like. And what it costs us.

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The Four Horsemen of This Apocalypse

by Andrew Moss

Recently, while taking a virtual tour of New York’s Metropolitan Museum of Art, I came across an image of Albrecht Dürer’s 1498 woodcut, “The Four Horsemen of the Apocalypse.” This woodcut was one of 15 that Dürer produced for a book illustrating the Bible’s “Revel- ation to John,” and the image powerfully represents scripture’s Four Horsemen: conquest, war and vio- lence, famine and death. Earlier art- ists tended to represent each horse- man separately, but Dürer chose to present them together, galloping ferociously across a visual field.

Dürer created the image more than 500 years ago, yet it continues to startle, displaying the horsemen’s combined energies and inspiring thought about the collective energies of our own apocalyptic horse- men: economic oppression, racism, environmental injustice, and militari- sm.

Helping us imagine the horsemen of economic oppression, Dürer (and the author of the Book of Revela- tion) lends a symbol to our present day. His horseman representing famine carries a scale indicating ex- treme weight from that oppression. In his time, Dürer created the image more than 500 years ago, yet it continues to startle, displaying the horsemen’s combined energies and inspiring thought about the collective energies of our own apocalyptic horse- men: economic oppression, racism, environmental injustice, and militarism.

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Today’s horseman of economic oppression trails clouds of suffer- ing, images of desperation: food insecurity increasing dramatically since the onset of the pandemic, long lines of people waiting at food banks, and mothers with children reporting that their kids don’t have enough to eat (one in five mothers today, according to recent surveys). We see millions of people with no health insurance in the midst of a pandemic (up to 27 million losing em- ployer-based insurance, with about six million of those people expected to be ineligible for subsidized backup insurance).

The horseman’s de- meanor evinces stone-like indifference and intran- sigeance. We see these qualities exuded by an admin- istration resisting ef- forts to provide long-term expansion of a successful food stamp program, por- traying it as a backdoor opening to the welfare state. Those like qualities permeate un- derstanding economic injustice, links up with his fellow riders by discerning and exploit- ing places of vulnerabil- ity: poor communities and communities of col- or that endure pollution from chemical plants, port facilities, refineries, mines, and highways. He becomes increasingly visible as the dots are connected between pollution and susceptibility to the coronavirus—the dots connecting to asthma, heart and lung disease, and cancer.

This horseman, too, is channeled by special interests. These are the interests, the corporations and their lobbyists still keep their busy- est war? But amidst the questioning, there are people today who view the global pandemic and our environmental crises in just such terms. But the cur- rent fear of horsemen can also appear in another light: as figures looming on a horizon of change. Despite the chaos, destruction, and death they sow, they are not invincible. They can be named, and naming is one form of power over them. They can be de- scribed precisely in relation to one another and that, too, is a form of power. As one era transitions uncer- tainly to another, these figures can be faced with courage and creativity—the creativity of artists, activists, and visionaries.

Andrew Moss, syndicated by Peace- Voice, is an emeritus professor (English, Nonviolence Studies) at the California State Polytechnic University, Pomona.

The second rider, the horseman of racism, has also been around a long time, multiplying the effects of economic oppression and drawing strength from that oppression. In his wake, the wave of the current pandemic, one sees the gaps and bi- ases of our health care system, gaps and biases bringing grief to thou- sands of African-American families and other people of color across the country.

This horseman has a particular power. He rides with the time-test- ed strategy of the race-divider’s play- book, using fear and scapegating to weaken resistance to eco- nomic oppression. The current administra- tion channels this en- ergy in a particular way, straining and crim- inalizing the migrant, linking him to disease, saying him in for-profit prisons that leave few or no exits from infection and death.

The third rider, the horseman of environ- mental injustice, links up with his fellow riders by discerning and exploit- ing places of vulnerabil- ity: poor communities and communities of color that endure pollution from chemical plants, port facilities, refineries, mines, and highways. He becomes increasingly visible as the dots are connected between pollution and susceptibility to the coronavirus—the dots connecting to asthma, heart and lung disease, and cancer.

This horseman, too, is channeled by special interests. These are the interests, the corporations and their front institutes, that equate environ- mental regulations with infringe- ments on “rights” and “liberty.” The horseman’s weapon is propaganda and the money that sustains it.

Finally, there is the horseman of militarism. He rides along the pathways and channels linking the sectors of the military–industri- al–complex: the corporations, the lobbyists, the government agencies. Questions about him are being voiced with increasing intensity, e.g. what kind of “national security” are we buying with a $750 billion de- fense budget as the nation’s death toll rises above that of the last sever- al wars? But amidst the questioning, the lobbyists still keep their busy pace, testing new weapons and sys- tems of destruction.

There are traditions of interpre- tation that represent scripture’s four horsemen as portending final judg- ment and the end of days. There are people today who view the global pandemic and our environmental crises in just such terms. But the current fear of horsemen can also appear in another light: as figures looming on a horizon of change. Despite the chaos, destruction, and death they sow, they are not invincible. They can be named, and naming is one form of power over them. They can be de- scribed precisely in relation to one another and that, too, is a form of power. As one era transitions uncertainly to another, these figures can be faced with courage and creativity—the creativity of artists, activists, and visionaries.

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The New Hampshire Gazette, Friday, June 5, 2020 — Page 7
Admiral Fowler’s Piscaqua Tidal Guide (Not for Navigation Use)

Portsmouth, arguably the first town in this country not founded by English settlers, sits on the north and east near the mouth of the Piscaqua, and, of four fastest-flowing navigable rivers in the country, depending on whom you choose to believe. The Piscaqua’s function current carries about 2.0 million gallons of water per minute, which is caused by the moon’s tides. This river is known as the Piscaqua, often Great Bay — a vast tidal estuary, or tidal marsh, which is caused by the moon’s tides. The river carries the Piscaqua’s function current, which runs in the ocean, and is Great Bay. This creates the highest tides in the world, which are over 130 feet above the sea surface, and create the highest tides in the world, which are over 130 feet above the sea surface. This can be seen when the tide is rising.

Sunday, July 6

1864—Annexation of the southern portion of Cuba.
1905—Birth of the Amazon river at the confluence of the Madeira and Rio Negro rivers.
1922—Death of Lizzie Borden.
2018—“Beach boys” begin the process of building an artificial reef off the coast of Key West, Florida.

Monday, July 7

1864—The Supreme Court rules that the evidence cited by people seeking to overturn the 1907 Supreme Court’s decision in the case of Arizona v. United States is insufficient.
1905—Death of Charles L. Shelden, a major in the U.S. Army, who was killed in a fight near St. Louis, Missouri.
1922—Death of Lizzie Borden.
2018—“Beach boys” begin the process of building an artificial reef off the coast of Key West, Florida.

Tuesday, July 8

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Wednesday, July 9

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Thursday, July 10

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