

# ANCIENT SKIES

*"Come Search With Us!"*

## Official Logbook of the Ancient Astronaut Society

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### NOVELTIES IN ANTIQUITY

BY ANDREW TOMAS\*

Because of the phenomenal achievements of modern science with our spaceships, skyscrapers, wonder drugs and atomic reactors, we are apt to minimize the scientific accomplishments of the ancients.

The people of former eras had many of the problems which confront us today, and they sometimes solved them in almost the same manner. For instance, the ancient Romans would change some street arteries to one-way traffic during peak hours. The city of Pompeii used arm-waving traffic policemen to cope with the congestion. Street signs were used in Babylon more than 2,500 years ago, with curious names as, for example, the "Street on which may no Enemy ever tread." At Nineveh, the capital of Assyria, the following "no parking" signs were displayed: "Royal Road-let no man obstruct it." The signs were certainly more effective than ours, because instead of a parking offense ticket the chariot owner got a death warrant!

The ancient city of Antioch was the site of the first street lighting known in history. The Aztecs set a permanent colored strip directly into the paved road to divide the two lanes of traffic. Our streets and highways usually have only painted lines to separate the traffic lanes.

Heron, an engineer of Alexandria, Egypt, built a steam engine which embodied the principles of both the turbine and jet propulsion. If it were not for the repeated burnings of the Alexandrian library, we might have had a story about a steam chariot in Egypt. At least we do know that Heron invented a speedometer registering the distance traveled by a vehicle.

Excavations at Mohenjo Daro, Harappa and Kalibanga in Pakistan and India have disclosed the surprising fact that a system of town planning was in operation 4,500 years ago. The streets of these ancient cities were straight and the blocks rectangular. A superior water supply and drainage system were also found.

The bricks with which these cities were built are kiln-fired. Because of their strength they were used by the British in the construction of the railroad bed on the Karachi-Lahore line more than one hundred

years ago. It is also remarkable that bricks manufactured today in the area of Mohenjo Daro are made according to prototypes from the ruins. This demonstrates that technology had reached a high peak in the distant and unsuspected past of India, and then for some reason progressed no further. From then on everything was done in imitation of old techniques.

Central or hot-water heating was invented by Bon-nemain at the end of the seventeenth century and perfected by Duvoir. Yet 4,000 years before these European inventors, wealthy Koreans had "spring-rooms" warmed by hot air which circulated in vents under the floors. The ancient Romans used heating of a similar kind. During the Middle Ages the scientific devices of antiquity were forgotten, and the people of Europe had to shiver for many a century.

The prehistoric city of Catal Huyuk in Turkey is over 8,500 years old. Pieces of carpet have been found in the ruins which were of so high a quality that they compare favorably with the most beautiful ones woven today. No savant in the last century would have attributed such an age to these carpets.

The beautiful head of the Sumerian Queen Shub-al displayed in the British Museum shows that a long time ago people were very much like us. The lovely young lady wears an amazingly modern wig, large earrings, and necklace. The sophisticated girl who used cosmetics, a wig and expensive jewelry died in a ritual suicide in 2900 BC - 2,150 years before the foundation of Rome and 2,000 years before Moses started his writings.

For some reason the workmanship level of jewelry as well as architecture in ancient Egypt was higher in the earlier periods. Rings, necklaces, earrings, diadems and crowns of the fifth to the twelfth dynasties (from about 2500 BC to 1800 BC) displayed in the Cairo Museum and the Metropolitan Museum of New York are more perfectly made and more beautiful than those of latter dynasties. Among the pyramids in Egypt, the first structures are superior in workmanship. The wave of progress markedly starts downward in Egypt about 1600 BC.

Strange to say, the lowest strata of Mohenjo Daro produced implements of higher quality and jewelry of greater refinement than did the upper layers.

It is little known that the Suez Canal is not new. Its construction was commenced in Pharaoh Necho's reign (609-593 BC) and completed by the Persian conqueror Darius after the Egyptian ruler's death. In the course of centuries the sands of Arabia filled the canal. However, the Arabs had it dredged and opened for navigation in the seventh century AD. Because of the lack of maintenance it was soon blocked by sands once more, and all communication between the Mediterranean and the Red Sea was cut off until 1869.

Like the story of the Suez Canal, the history of navigation has had a number of interesting pages. Modern Italian shipping companies must have got the

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\*This article is based upon a chapter in Mr. Tomas' book We Are Not the First, one of the classics in the ancient astronaut field. Mr. Tomas is an author with 60 volumes to his credit, published in 17 countries. His latest book, Mirage of the Ages is being published by Exposition Press, New York and will be available in the summer of 1983.

Andrew Tomas will be one of the speakers at the Tenth Anniversary World Conference of the Ancient Astronaut Society to be held in the Chicago area on August 6 and 7, 1983. His address is 845 East 20th Street, Chico, California 95926 USA.

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idea of luxury liners from the ancient Romans. Two Roman ships found in the twenties at the bottom of Lake Nemi in Italy were restored between 1927 and 1932. The vessels were large and wide with four rows of oars. Accommodation was provided for one hundred and twenty passengers in thirty cabins with four berths in each, as well as quarters for the crew. The boats were richly decorated with mosaic floors depicting scenes from the Iliad, walls of cypress paneling, paintings in the lounge and it is thought that a small orchestra entertained the passengers in the salon.

The stern contained a large restaurant and a kitchen. The passengers enjoyed freshly baked bread for their breakfasts and the menus of the meals must have been comparable with the richness of the dining room decoration. Certain finds came as a complete surprise - copper heaters provided hot water for the baths and the plumbing was absolutely modern, particularly the bronze pipes and taps. Centuries later Columbus or Magellan would not have dreamed of such ships!

The Roman patricians sailing on pleasure cruises in the Mediterranean certainly enjoyed the *dolce vita*. By a strange whim of fate these two Roman ships were destroyed-not by Carthage but by German bombers in the final stages of World War II. Evidently, their realistic contours tricked experienced pilots into believing that they were flying over barges under construction.

According to Chinese chronicles the Buddhist scholar Fahien returned from India around 400 AD. He sailed from Ceylon directly to Java and then to northern China across the China Sea. The ship carried more than two hundred passengers and crew, and was larger than the vessels of Vasco de Gama crossing the Indian Ocean over 1,000 years later.

In a document called "Fusang," which was part of the annals of the Chinese Empire for 499 AD, the Chinese Buddhist priest Hwei-shin related the story of his travels to distant lands. This country, where the monk landed after crossing the Pacific, is thought to have been Central America. As a matter of fact, in the last century a Chinese pirate junk reached California. It was displayed at Catalina Island near Los Angeles.

In 1815 a Japanese junk that had drifted in the Pacific Ocean for seventeen months was found near Santa Barbara, California. By a miracle, one sailor survived. After all, the story of Hwei-shin could be true.

The Great Wall of China is the longest wall that has ever been built on the face of the Earth. It was constructed by three million workers in thirty-seven years about twenty-two centuries ago. The wall's length is 2,414 kilometers and it rises from 6 meters to 15 meters above the ground. The wall is wide enough to allow two lanes of cars.

In 3100 BC King Menes of Egypt carried out a vast engineering scheme of diverting the course of the Nile in order to build his capital of Memphis. No nation had ever attempted to execute so gigantic a project as this.

Although porcelain flush toilets are not necessarily a mark of a high culture, they do prove the presence of a developed technology and sanitation. Only 200 years ago they were conspicuous by their complete absence. Yet 4,000 years ago private toilets with a central system of stone drains and ceramic pipes were common in the city of Knossos, Crete.

The rooms of the palace of Minos were ventilated through air shafts. With its air-conditioned chambers, excellent bathrooms, and toilets, the palace was not only "modern" but large - as large as England's Buckingham Palace.

Pipes for hot and cold water have been found in tiled bathrooms at Chan Chan, the capital of the Chimu Empire in South America, which flourished in the eleventh to the fifteenth centuries. This technological achievement was nonexistent in Europe dur-

ing the period of Richard Coeur de Lion or Jeanne d'Arc.

Ancient epics of India describe scientific accomplishments of the early people of the land of the Ganges. These tales cease to be legends once we realize the ingenuity of Oriental artificers.

The cave paintings of Ajanta near Bombay are admired by foreign tourists and Indian visitors alike. A great deal has been written about the excellence of these works of art but little has been said about the luminous paints of these murals. In one of the sixth-century catacombs there is a picture portraying a group of women carrying gifts. When the electric light is on, the beautiful painting lacks depth. But then the guide switches off the lights and the onlookers remain in darkness for a few minutes until their eyes become accustomed to it. Gradually, the figures on the wall appear to be three-dimensional as if they were made of marble. This fantastic effect was obtained by the ancient artist by the clever employment of luminous paints, the secret of which has been lost forever.

A number of soapstone columns stand in a twelfth-century temple in Halebid, Mysore. There are polished strips on one of these rough-finish stone pillars. When a person looks into the mirrorlike surface, he sees two reflections at the same time - himself in both an upright and an upside-down position. The unknown craftsman must have studied optics in order to have created so extraordinary an effect. In the city of Ahmadabad, Hujerat, there are two eleventh-century minarets in front of which stands an arch with a laconic inscription: "Swinging towers. Secret unknown." The height of the minarets is 23 meters and the distance between them 8 meters. When a group of visitors reaches the top of one tower, the guide climbs to the balcony of the other, grips the railing, and begins to swing his minaret. Immediately the other tower commences to sway to the amusement or alarm of the guests. These remarkable facts show that the roots of science are buried deep in time.

In the House of the Four Styles in the ruins of Pompeii, an Ivory statuette of the Indian goddess Lakshmi was discovered in 1938, which implied that commercial and cultural ties with India must have been maintained by Rome.

If, as the author has, you have traveled and seen the shops of Madras and Bombay, full of colorful saris, you may be surprised to find out that during the reigns of Vespasian and Diocletian textiles from India were on sale in Rome. But only the very rich could afford them. For silks, brocades, muslins and cloth of gold bought in India, Rome remitted annually a considerable sum - possibly an equivalent of \$40,000,000.

Silk, produced in China since the year 2640 BC, was imported into ancient Rome in the first century AD. Because of the long distance and the risks involved in transport, it was sold for an astronomical price in Rome.

One of the Seven Wonders of the Ancient World was the 135-meter-high Alexandrian Lighthouse on the Island of Pharos, built of white marble. The tower had a movable mirror which at night projected its light so that it could be seen 400 kilometers away. Sunlight was used during the day, and fire during the night. The lighthouse stood from 250 BC until 1326 AD, when an earthquake destroyed it.

These achievements of the people of antiquity were not surpassed in later centuries. In the Dark Ages mankind experienced a fall in scientific progress, and it is only during the last three hundred years that science began to pick up again.

No race had ever built 5,000-kilometer highways as the Peruvians did. They crossed canyons and pierced mountains with tunnels still in use today.

The first cart and the first boat were built by the Sumerians in the fourth millennium BC. The next big leap in means of transport came only in 1802

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when the steam vessel was constructed, and the first train followed in 1825. This acceleration in technology and transport was climaxed by the invention of the airplane in 1903 and the first manned flight in a spaceship in 1961.

After the voyage of Apollo 8 to the moon, the New York Times gave the real credit for this historic feat to "men of many countries and centuries - Euclid, Archimedes, Newton, Kepler, Copernicus, Tsiolkovsky, Oberth, Goddard and many others." It is wise to see our achievements in this light because behind our atomic scientists stands Democritus. Our aviation and astronautics engineers had a predecessor in antiquity - Heron with his jet. Back of our cyberneticians hovers Daedalus with his automata and robots. The source of modern science lies far away in time.

#### TO THE EDITOR:

I would like to correct a couple of errors which appear in my article on Easter Island in Ancient Skies 9:5, apparently due to a misunderstanding.

First, the Pukao (hats) were not "painted" red but were carved from a special stone of red color. Also, the hats weigh up to ten tons, not three!

Secondly, while it is true that the length of one of the Moais reaches a length of about 70 feet (22m), it does not stand upright, but is lying on or in the surface of the outside rock of the volcano Rano Raraku. There are two others lying horizontally at the base of the volcano which are nearly as long.

The weight of the largest Moai would have been more than 300 tons if worked completely out of the rock. Rudolf Kutzer, Taubmannstrasse 18, D 8650 Kulmbach, WEST GERMANY.

#### IN MEMORIAM:

This issue of Ancient Skies is dedicated to the memory of Prof. Dr. Hans Schindler Bellamy, who passed away on December 12, 1982 in Vienna, Austria.

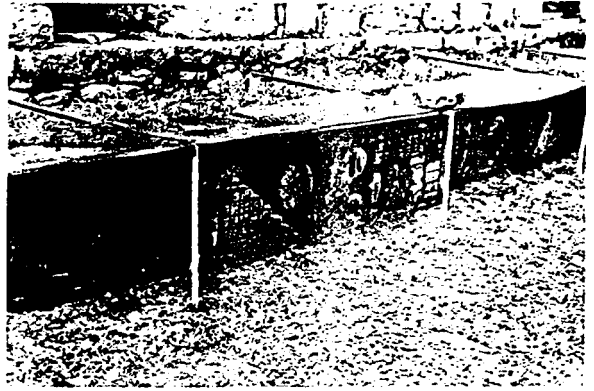
Prof. Schindler Bellamy was the author of many text books and scientific works. He wrote several books of interest in the ancient astronaut field, including The Calendar of Tiahuanaco, The Great Idol of Tiahuanaco, The Book of Revelation is History, The Atlantis Myth, all in English and in the German language Eingriffe Aus Dem Kosmos (Interference from Space). His English language books were published in the 1940's using the name H. S. Bellamy, all of which are now out of print, but are available in some libraries.

Prof. Schindler Bellamy was an active supporter of the Ancient Astronaut Society and of the ancient astronaut theory. He presented a lecture at the Society's Second World Conference which was held in Zurich, Switzerland in 1975. Since that time he has contributed many articles for publication in Ancient Skies, see 2:4, 3:4, 4:5 and 8:4. He also translated into English the article by Peter Krassa and Reinhard Habeck entitled "Light for the Pharaoh" which was published in Ancient Skies 9:4.

Prof. Schindler Bellamy attended the Society's World Conference in Vienna in November 1982 and was honored at the gala banquet for his service to the Society.

The world famous, yet modest, scholar wrote a farewell shortly before his death to his family, friends and colleagues, from which we quote:

"I have enjoyed life. During my days, I experienced great accomplishments, but I also had to face defeat. To me my whole life was a quite interesting one. To all my relatives, friends and colleagues, my last farewell. Please keep a good memory of me. To those of you I have disagreed with, I beg your pardon. To those who have helped me in the past, I say a hearty thanks."



#### LEPRECHAUN-LIKE CREATURES IN MAYALAND?

The above photos show two of the strange "little people" observing the antics of a Mayan warrior. Of course the hieroglyphics tell the entire story, if we could only read them. This fascinating relief is located at the base of Structure 33 at Yaxchilan, one of the largest sites of the Mayas. Yaxchilan is situated by the Usumacinta River in the jungles of Chiapas, Mexico. (Photos by Gene M. Phillips)

#### COMING EVENTS:

TENTH ANNIVERSARY WORLD CONFERENCE, August 6-7, 1983 at the Holiday Inn/O'Hare-Kennedy, Rosemont, Illinois, near Chicago's O'Hare Airport.

MEMBER EXPEDITION TO PERU, BOLIVIA, CHILE AND EASTER ISLAND, September 2-25, 1983.

# MALTA'S PRE-HISTORIC GENIUS

BY JOSEPH S. ELLUL\*

By the term "pre-historic" I am referring to the period before the Biblical flood which covered the lands surrounding the Mediterranean Sea. This flood has left its stigma in the surrounding areas as a layer of virgin silt with evidence of other civilizations below the silt. This was found by Prof. Woolley in Mesopotamia and also by Sir Temi Zammit on Malta and in the south of France. These layers of silt were eight feet deep in Mesopotamia, three feet on Malta and six feet in France.

Besides the silt, there is also evidence of an enormous wave of water coming directly from the west and throwing huge blocks of stone towards the east. A careful examination of the stone ruins of the Temple at Hagar Qim on Malta reveals how huge stone building blocks have been lifted up and thrown against the tops of other stones in the building. Hagar Qim is situated on a high promontory near the edge of the Mediterranean Sea on the southwestern edge of the main Island of Malta.

Therefore, I conclude that the Temple of Hagar Qim was constructed before the Biblical flood and that the flood was caused by the abrupt opening of the Isthmus of Gibraltar, permitting the waters of the Atlantic Ocean to rush into the Mediterranean depression, some 6,000 feet below.

What did the people of Malta, thousands of years ago, know about construction engineering?

They knew that the strongest type of construction was the oval one, as shown by all the rooms of the various temples. They knew how to construct the horizontal arch, which we today use for building water dams.

They began building a dome by the corbelling method, but then changed to the arched dome we use today.

They used mortar to plaster unwanted crevices in their stone buildings. The mortar has since petrified into stone joining huge blocks together.

They were wizards in acoustic construction. At Hagar Qim they used slabs four inches thick to reflect sound to make it pass through a hole in the wall about one foot in diameter. At the Hypogeum (underground) they constructed a recessed amplifier into the stone wall of a room which will make the human voice reverberate throughout the entire vast temple of three storeys dug out of the solid rock beneath ground level.

All the main temples of Malta were built in astronomical alignment either to the Sun's Equinox or one of the Solstices, or to the Major Standstill of the Moon.

They constructed a network of "cart ruts" into the hard rocky surface of the land, which they used for regular travel. In my opinion, these so-called "ruts" were not made by the repeated action of vehicles running in the same place, but were actually cut into the rock to form a track system in which wheeled vehicles ran.

Many years ago my father and I excavated two sets of cart ruts to show to tourists and other interested persons. One of the sets is in a field only about 300 yards to the east of Hagar Qim, although it has been claimed that the tracks are nowhere found in the vicinity of any known temple.

Another set of ruts, made up of a junction of two pairs of ruts, is about one hundred yards farther away in an unused part of the road leading to Hagar Qim. Although my father used to continually clean out the ruts, they invariably fill in again with dirt.

The cart ruts near Hagar Qim are under soil and perfectly preserved. From observations of the ruts, I have deduced that they are of Stone Age period and belong to the times of Hagar Qim and contemporary buildings on Malta. This means that people

in those days travelled regularly over these established routes and were not just roaming about.

The system of ruts was a kind of primitive tram lines, and must have been dug by tools to make way for the wheels of the vehicles to turn. I refer to wheels, because the characteristics of the ruts all point to the use of wheels. The axles would have had a clearance of at least 15 inches with wheels about three feet in diameter, in the form of a biconvex lens with a rim about two and a half inches wide. Although similar to a grinding stone, these wheels would have had a very well polished central bore. I have since found a remnant of a cart-wheel made of lava stone lying in an archaeological site.

In further examining the ruts near Hagar Qim, I noticed that the bottom of the rut has a peculiar shape. It is not worn out uniformly, but at the base of the rut there is about a two and one-half inch wide groove about one-half inch deep running along the rut. This groove is on the side of the inclination of the track. The width of the groove indicates the width of the rim of the wheel which ran in the track.

It has been suggested that the people on Malta used heavy sledges for transportation and that the sledges made the ruts through continual use. This must be ruled out because the sledges could not turn in a bent rut as many of them are. In fact, most are curved to some degree; very few are perfectly straight. Also, the sledges could not have made the strange indentation at the bottom of the ruts as has been explained above.

These are my conclusions from examination of perfectly preserved ruts:

1. The ruts were constructed with tools to a desired shape and depth for a particular type of wheeled vehicle to travel in.

2. They have been cut to different depths to level off sloping ground so that the vehicle would not tilt to either side.

3. They were cut wider where there was a bend in the road.

4. Where the bottom of the rut was normally about four and one-half inches wide, about two and one-half inches were worn deeper through vehicular use.

5. There are about 15 inches from the bottom of the ruts to the top of the rock in some places.

There are cart ruts literally all over the main Island of Malta, some go right into the sea. Also, I have discovered ruts going to the very edge of a cliff with a sheer drop of 100 feet to the sea. These observations indicate that the ruts were made before Malta became an island. \*Mr. Ellul is an amateur archaeologist and a life-long resident of Malta. His address is Hagar Qim House, 58 St. Catherine Str., Zurrieq, MALTA. (Note: Members of the Ancient Astronaut Society who took part in the Society's expedition to Malta in November 1982 are grateful to Mr. Ellul for conducting them through the ruins of the Temple at Hagar Qim and to the nearby cart ruts. The members visited many sites of cart ruts and measurements were taken of the "gauge" of the ruts and they are all of a uniform distance between ruts of 57 inches from center to center. Further on the cart ruts of Malta, see Ancient Skies 8:3)

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