

HUBBARD COMMUNICATIONS OFFICE WASHINGTON, D.C.
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**STANDARD CLEAR PROCEDURE AND AN EXPERIMENTAL ROAD:
CLEARING BY VALENCES**

(Extract)

There have been many roads to clear.

The first was the most simple in description but the most difficult to audit. I never succeeded in teaching it to anyone. All one did was renew the pc's confidence in being able to face sonic, visio, tactile, etc, in the bank by gradient scale and at long last he would be able to confront a bank wholly. When that happened he didn't have a reactive bank. He was clear. It required a very gentle touch. That was the way I made all the early clears in 1947 to 1949. Then I had to explain it all to the "scientists" and the fact of clear was lost in the mire of the roadway for some years. I've been accused of wanting it that way to tell the sheep from the goats. The point remains that this route was the first successful route. We did not know how much there was to a bank or its anatomy. We had to know the worst before the sun came up again. It came up in December of 1957 with my development of "help" and Step 6. Suddenly we were making clears. Making them out of both high and low profile cases, out of occluded cases and wide open cases.

Clearing is now an accomplished fact for any well-trained validated auditor using a central organization E-Meter.

The further in miles from the central organization the attempt to clear is tried, the more difficulty is being experienced. First the word goes out that clearing is being done, then the how-to-do-it. By the time it gets to Alaska or the Bronx or some distant place, the auditor is uncertain as to the right way and even the fact of clearing. He tries it (or thinks he does) (his version anyway) and laying an egg or two, gives up or thinks it isn't real.

For such an auditor an HAA clearing course is indicated. (1) He'll learn right and (2) he'll see some clears around and begin to understand what one is. And he'll know there is at least one valid road to clear that he can take and do.

Therefore we do not really need right now more roads to clear and certainly we need no roads to OT while the path to clear is still a thin blazed trail. Good Heavens, what's happened is wonderful enough—and nobody far away has any reality on that yet. However I am still on the job looking for (1) Alternate clear roads and (2) Roads to OT.

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