

Letter 373
The Siege Of Bethel Part 4
This Sucks!
2015-07-13

Dear Dan,

While the bulk of the deliverance of PraiseTree is complete, there are still pockets of witchcraft in the Snoqualmie Valley that keep men in bondage and bring curses to the land.

Case in point. About the same time that we purchased the Chrysler 300, my Chevy S-10 required a tune-up and a new O2 sensor. When I had the truck in to the shop to diagnose for the O2 sensor, I asked if it was OK for me to drive the truck with the defective sensor for the few days until I could bring it in on appointment. One of the younger mechanics said "sure", but then added that my "gas mileage would probably go down."

For all the time I owned the S-10, I got a consistent 20-22 MPG year round depending on the annual fuel mix. Just after the old O2 sensor was replaced with a new one, the fuel pump went out, and I had to get that replaced. Once that was taken care of and I started driving the truck again, I noticed that the gas milage dropped to 17 MGP.

I continued driving the truck for a while, keeping careful track of the fuel economy, thinking that the OBD computer might need to reprogram itself from all the new components being added. But after about two or three weeks and no improvement, I took it back to the shop to make sure they installed the right sensor, since I was still getting only 17 MPG. After double checking, the shop assured me that the sensor was the right one.

Right toward the end of all this happening is when (M) totaled her car, and we got the 300. I discovered it was so much fun to drive that I started driving it to work more and more instead of the truck. It was sort of ironic that the new muscle car was getting better mileage than my light economy pickup. Especially with a V-8 HEMI.

After I got over the shock of being able to drive to work in peace and quiet, I begin to inquire of the Lord again about the milage problem with the S-10. He responded with various Thoughts and Words about the problem with witchcraft in the Valley. The notion occurred to me that the young mechanic might have the gift of prophecy, but was (likely unknowingly) saying declarative words in a negative way. Or maybe he is a practicing warlock and knew exactly what he was doing. But I think the former more likely.

And then I had to deal with my own attitude that I thought it sucked for my S-10 milage to be effected by just a few words spoken by a junior mechanic. And why, if I am an obedient prophet, can't I just bless the truck back to economical health? ("Because this sacrifice is for the whole Snoqualmie Valley. That's why.")

Anyway, the Lord has said that when we get rid of all the effect of witchcraft in the

Snoqualmie Valley, the mileage of my S-10 will return to normal.

I don't know how long this is going to take. I do know that we have divided up all the PrayerSongs against witchcraft into five playlists. One for each day of the work-week. So we listen and pray the prayers when we are at work, Days 1-5.

The mileage problem with the S-10 was what the Lord used to get my attention and give me the motivation for the PrayerSong to Remove The Fingerprints of Witchcraft. The only other Kingdom response we can give according to Scripture is to Forgive, Bless, and Pray. After that, it falls to the will of God.

Removing the Fingerprints of Witchcraft will also effectively end the Siege of Bethel in the PraiseTree (formerly Snoqualmie) Valley.

Blessings...

R. C. Theophilus