

Disinterested Service

The Road To Success

By John D. Rockefeller.

If I were to give advice to a young man starting out in life, I should say to him: If you aim for a large, broad-gauged success, do not begin your business career, whether you sell your labor or are an independent producer, with the idea of getting from the world by hook or crook all you can. In the choice of your profession or your business employment let your first thought be: Where can I fit in so that I may be most effective in the work of the world? Where can I lend a hand in a way most effectively to advance the general interests?—From The World's Work.

Children Kept Too Clean.

By Prof. Koch, Geneva School, Switzerland

NOT least among the detriments to a natural development of children is fashion, a forced culture of vanity and extravagance. Not only do the parents, but also the teachers set the example. To follow slavishly all the extravagances of fashion appears to be a far stronger tendency than the desire to be refined and simple. Cleanliness is a virtue not demanded from the factory hand while at work, but children while at play are constantly reprimanded because of their dirty hands, spots on their clothes, etc. So frequently are they called away from their real life because of this, and so dressed up are many of them, "because the father can afford and the mother likes it," that natural, intense wild play is gradually replaced by occupations of lesser value or by systematic games like tennis, basket-ball and baseball.—Leslie's Weekly.

Alcohol As a Chief Cause of Crime

By Dr. Henry Smith Williams.

THE famous investigation of the Massachusetts Bureau of Labor Statistics revealed the fact that 84 per cent. of all the criminals under conviction in the correctional institutions of that State owed "the condition which induced the crime" to intemperate habits. The investigation included the inmates of such minor correctional institutions as jails and workhouses, a very large proportion of whom were arrested for being "drunk and disorderly"; but if these were excluded, and attention confined to charges other than drunkenness, alcohol could still be made responsible for 50.88 per cent. or more than half of all crimes. An almost identical result was reached quite independently by the investigators of the Committee of Fifty, who very carefully scrutinized the records of 13,402 convicts in seventeen prisons and reformatories scattered through twelve States. The investigation did not include ordinary jays, and therefore took no account of "persons convicted for mere misdemeanors, drunkenness or violation of the liquor law." The average, however, was 49.95 per cent., a percentage which the committee puts forward with much confidence as representing "an approximate expression of the truth."—McClure's Magazine.

On Education.

By Charles Battell Loomis.

COLLEGE training is often a fine thing for a boy, and seminaries looking over the names of the great men and women in the world's history, just remember that Mrs. Washington never graduated at a girl's college, and yet she was able to bring George up to be a credit to England—his and her mother country—and, although he spelled as badly as Robert Louis Stevenson and never went to college any more than Benjamin Franklin or Shakespeare or Farragut or Edison did, he was able to serve his country-men well.

Fill up little Mary and little John if you're sure they don't leak and are sturdy little vessels, and if you are quite sure that the game will be worth the candle. But don't pursue the fillip-up way to the bitter end if the vessel's show signs of strain.

A healthy, loving ignoramus is worth two peevish, invalid graduates of a finishing-school. And to give Dorothy an education just to prove that you're as good as the Palmbees, is to show both a bad head and a bad heart.

Now, in educating children it is a good plan to have children who are worth educating. It is a fact that the majority of men who have made the biggest names in literature and politics during the last three hundred years have been men who lacked early educational advantages, but that doesn't alter the fact that, given a child who is worth educating, education can do him no harm, and may do him a deal of good.

It seems to me that there are more important things than education; that is, school education. This seems to me a trite saying, but when I look about me and see the Johns and Marys all over the country, some of them leaky vessels that can never be filled, others weak vessels that will break if you fill them. I think that education is a god before which many mothers and fathers in their ignorance bow down.

Have your sons and daughters examined. They may be dear good children, and a credit to your bringing up, but are they worth the expenditure of much hard-earned money? If they are of the timber of which they make scholars and teachers, you ought to be proud to do a little skimping to see them through, but if they are not of the scholarly kind, don't feel that you and your wife must do without that which makes life pleasant merely to fill them up with useless learning—most of which will have leaked away before you have recovered from the school-bills.—From Smith's Magazine.

The Doctrine of Assumed Risk

The Courts Could Not Contravert it if They Would, For the Law Itself is at Fault.

By William Hard.

THE steel industry pays for its inevitable iron ore. It pays for its inevitable coke. It pays for its inevitable limestone. But it does not pay for its inevitable accidents. Under the Doctrine of Assumed Risk the burden of inevitable accidents is thrown upon the employee.

And the Doctrine of Assumed Risk, a marvelously comprehensive doctrine, does not stop even at this point. It gives the employee his choice between getting injured and losing his job.

This agreeable dilemma was clearly and bluntly offered to the employee in the case of Dougherty versus the West Superior Iron and Steel Company in Wisconsin.

Dougherty was ordered by his foreman to leave a machine driven by hand-power and to begin working at a machine driven by steam. Dougherty was afraid. He objected. But he was threatened with discharge. In consequence of this threat, he withdrew his objection and started to work. Within two hours after changing from the machine driven by hand-power to the machine driven by steam, Dougherty saw his foreman caught in a rapidly revolving spindle and he felt the bones of his forearm crack.

The Supreme Court of Wisconsin, an absolutely incorruptible court, and one of the most learned courts in America, considering this case, said:

"If an employee, of full age and ordinary intelligence, upon being required by his employer to perform duties more dangerous or complicated than those of his original hiring, undertakes the same knowing their dangerous character although unwillingly, from fear of losing his employment, and is injured by reason of his ignorance and inexperience, he cannot maintain an action therefor against his employer."

I am not attacking the courts. I am not attacking their interpretation of the law of accidents. I am going farther. I am attacking that law itself.—Everybody's Magazine.

National Characteristics. Why is it that we associate the Germans with qualities of sobriety and stolidity, while we are quite ready to expect frivolity and flightiness from the French? I do not know; for in all matters of criticism the French are pre-eminently sane, while no theory is too fantastic to make the reputation of a professor in Germany.—London Saturday Review.

THE CONVOY.



—Week's cleverest cartoon, by C. R. Macauley, in the New York World.

CAPTAIN TELLS OF THE WRECK

Ship Sank Under Him and He Was Rescued From the Sea—Williams, the Second Officer, With Him to the End—Fished From the Water First, He Directed the Search For the Captain—Praise For All the Ship's Men.

New York City.—Captain William I. Sealby, of the wrecked White Star liner Republic, told the story of the disaster. One thing he did not tell was why he had elected to stay with his ship until it sank. Being an officer of the Royal Naval Reserve and a commander of the White Star, Captain Sealby presupposed that this act needed no explanation.

"Before 6 o'clock on Sunday night we knew that the Republic would never live to reach Martha's Vineyard," was the way Captain Sealby began his tale. "By 7 o'clock she was way down in the stern, and wallowing with long, painful rolls, that meant there was very little more life left in her. Williams (R. J. Williams, the second officer) and I stood on the bridge and kept our eyes ahead on the lights of the Gresham and Seneca, which were towing. The ship was so low in the stern that the waves were breaking over her at that point and the water was swashing clear up to the ladder of the saloon deck aft."

"I think it must have been just about 8 o'clock when we both saw that she was going to drop under us within a very few minutes. First thing we did was to prepare a Holmes distress light, which burns when it touches water. This we left on the bridge with us so that when we went down the men on the revenue cutters could be directed to the spot where the Republic went down. While we were working over the light Williams, who has a bit of sporting blood in him, joked about our situation."

"What do you make of it, Williams?" I had asked him.

"I don't think it will be a long race to the bottom," he laughed. "When you are ready let her go and we'll make a sprint of it."

"Before we had finished with the Holmes light we began to hear a roaring and cracking of the deck seams back of us. It was the air driving out ahead of the advancing water. I directed Williams to burn two blue lights, the signal to the revenue cutters that we were going down and for them to cast off. Then I let loose five shots with my revolver."

"We were going down steadily then and pretty fast. I yelled at Williams to make for the fore rigging. We both dropped down the ladder to the saloon deck, each carrying a blue light in one hand. By the time our feet touched the saloon deck it was at an angle of nearly thirty degrees, wet and slippery. We could not keep our feet, so we grabbed the rail and crawled. The water was rushing up on us from behind and the explosions and rending of the timbers from 'midships told us that already the stern was under water."

"We had reached the foremast head when Williams slipped to the deck and grabbed a post of the rail with his elbow. That was the last I saw of him until after it was over. I managed to get forward to the foremast and to climb the rigging as far as the forward running light, about 100 feet up. Below me about half of the ship was visible and she was tipped up like a reeking chair about to go over backward."

"My blue light would not burn because it had become wet. I fired one more shot from my revolver, the last. Then everything dropped and I was in the water with the foremast slipping down beside me like an elevator plunger."

"There was a boiling, yeasty mass of water about me and a great roaring. I went under, but came up again, for the air had gathered under my greatest and buoyed me up. I guess I went around spinning for a time; then I hit a spar. From the spar I managed to get to a hatch cover. Things were flying around in the water and I came near being badly banged up before I managed to pull my body up on the hatch cover and lie there all spread out with nothing but my head and shoulders above the waves."

"It was very cold. I saw the

SOUTH'S DIVERSIFIED CROPS

Wonderful Advancement in Agriculture in the Last Twelve Years

Washington, Special.—In no section of the country, probably has there been more wonderful advancement in agriculture within the past ten or twelve years than in the South. The belief is expressed by officials of the Department of Agriculture that the Southland is bound to take that place in agricultural development she merits.

A spirit of re-awakening is coming over the Southern farmer. The agricultural progress in the South has been marked by a material prosperity such as, perhaps, has never before been enjoyed by the farming element of that part of the country. The financial condition of the Southern planter began to take an upward tendency about 1897, since which time the situation has steadily improved. The production of cotton—that great staple crop of the South—increased 53 per cent., from 1896 to 1908, and the value of the crop 133 per cent. The Southern farmer, long debt-ridden, has to a marked degree been again placed on his feet as it were by the increased prices he has received from his cotton crop of late years. As a natural consequence he is devoting more time and attention to building himself a better home, to the education of his children and, he is in fact, deriving more of the comforts of life than ever before.

Work of the Department.

The agricultural progress of the South really dates back to a few years ago when the Agricultural Department inaugurated an educational campaign for a diversification in the crops. The application of practical scientific methods to Southern agriculture in the opinion of Secretary Wilson has done more to uplift than any other factor.

Officials of the Department of Agriculture believe that the advent of the weevil in reality a sort of blessing to the South. While it was disastrous in its effect upon that great staple crop, it at the same time made the farmer realize that he must not devote all of his land to cotton, but must depend to a considerable extent upon other crops. The South was quick to absorb the scientific knowledge so freely given by the Federal government and is rapidly recovering from past mistakes. Secretary Wilson is a great believer in the doctrine that the foundation of this nation's prosperity is an enlightened agriculture.

Secretary Wilson Pleased.

"I am happy to have an opportunity to express through The Associated Press," said Secretary Wilson "the Agricultural Department's good will toward the South and its desire to foster in every way the agricultural prosperity of that great and favored region. I have always taken a great interest in the agriculture of the South, not only because of its extremely interesting possibilities, but because I have felt a keen sympathy with a people

LUMBER SHIPPERS ARE REFUNDED

\$165,000 BY THE RAILROADS INVOLVED

Washington, Special.—By far the largest specific allowance of reparation ever ordered by the interstate commerce commission was made Thursday, when that body approved a settlement agreement of \$165,000 in satisfaction of the claims on account of unreasonable rates on lumber shipped from Southern mills, involving about 125 cases and 11 different railroads of the South. These are said to be about one-third of claims to the same kind pending before the commission.

COURT OF ADMIRALTY TO FIX THE RESPONSIBILITY FOR REPUBLIC WRECK

New York, Special.—Just which ship was responsible for the Nantucket collision in which the White Star liner Republic and the Italian liner Florida figured and which company shall pay the damages will be decided by the court of admiralty. Both companies have filed suits. That of the owners of the Republic claimed damages of \$2,000,000 and recited in legal form the story of the recent sea disaster. The blame for the col-

ERECT WIRELESS TOWER AT WASHINGTON

Washington, Special.—The Navy Department opened bids for locating a wireless tower at Washington for communicating with ships at sea. The specifications require that the tower station shall be capable of transmitting messages at all times and at all seasons to a radius of 3,000 miles in any navigable direction from Washington. The messages are not to be interrupted by atmospheric distur-

No Refuge On Earth Now For Embassies and Defaulters. Washington, D. C.—The last haven of refuge on earth for American bank wreckers, embassiers, defaulters and other criminals of that class was removed when the Senate ratified an extradition treaty with Honduras. It is believed that under this treaty Honduras may be persuaded to surrender many old offenders who have taken up residence there, although that country has found them desirable because they always had ready cash.

Virginia Railroads Lose Two-Cent Case Again. Richmond, Va.—The right of appeal to the State Supreme Court of Appeals in the two-cent rate case was refused to the railroads. The roads now have two courses open to them. They can either go into the United States Circuit Court of Appeals and have the case heard at length, or they can go to the Corporation Commission and make application for a revision of the rates on the ground that the roads are losing money. Meantime the two-cent rate prevails.