Disinterested Service The Road To Success By John D. Rockefeller.



I were to give advice to a young man starting out in life, I should say to him: If you aim for a large, broadgauged success, do not begin your business career, whether you sell your habor 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 effec-

tive in the work of the world? Where can I lend a band 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



T 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 to refined and simple. Cleanliness is a virtue not demanded from the factory hand while at work, but children while at play are con-

stantly 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-bal land baseball.—Leslie's Weekly.

Alcohol As a Chief Cause of Crime

By Dr. Henry Smith Williams



IE famous investigation of the Massachusetts Bureau of Labor Statistics revealed the fact that \$4 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 dis-

but if these were excluded, and attention confined to charges other than drunkenness, alcohol could still be made responsible for 50.38 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 jails, 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."-Mc-

On Education.



LLEGE training is often a fine thing for a boy, and sominaries looking over the names of the great men and women in the do a great amount of good in the world, but when you are 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

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 filling-up way to the bitter end if the vessels show signs of strain.

A healthy, loving ignoramus is worth two prevish, invalid graduates of a finishing-school. And to give Derothy an education just to prove that you're as good as the Palmlees, 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 scholary kind, don't fee 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 Maga-

The Doctrine of Assumed Risk

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



By William Hard.

E 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 the case of Dougherty versus the West Superior Iron and Steel Company

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 atraid. He objected. But he was threatened with discharge. In conwas accounted to 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 forearm caught in a rapidrevolving 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

"If an employee, of full see and ordinary intelligence, upon being re oulced by his employer to perform duties more dangerous or complicated than those of his original hirins, undertakes the same knowing their dengerous 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 arrest in the courts. I am not attacking their interpretation of the law of accidents. I am going farther. I am attacking that law it-M.—Everybody's Magazine

know; for in all matters of criticism Why is it that we associate the the french are pre-eminently sane, while no theory is too fantastic to make the reputation of a professor in Germany.—London Saturday Resident the French? I do not view. 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.

commander for the White Star. act needed no explanation.

"Before 6 o'clock on Sunday night left in her. Williams (R. J. Will-lams, the second officer) and I stood speak too highly of the work of the 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 S o'clock when we both saw thing we did was to prepare a Holmes distress light, which burns when it crew. touches water. This we left on the bridge with us so that when we went down the men on the revenue cutters and the women behaved splendidly. could be directed to the spot where the Republic went down. While we the Republic went down. were working over the light Willlams, who has a bit of sporting blood in him, joked about our situation. "'What do you make of it, Will-

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

"Before we had finished with the out ahead of the advancing water. That is the last call of a sinking ship. directed Williams to burn two bine 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 selled at Williams to make for the fore rig-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 timhers from 'midships told us that al-

ready the stern was under mater.
"We had reached the forecastle
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. 1 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 balf of the ship was visible and she was tipped up like a rocking 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 sir had gathered un-der my greatcost and buoved me up.

No Refuge On Earth Now For

Embezziers and Defaulters Embezziers and Defaulters.
Washington, D. C.—The last haven
of refuge on earth for American bank
wreckers, embezziers, 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 desirabis because they always had ready
eash.

New York City.-Captain William | searchlights on the Gresham and Sen-I. Sealby, of the wrecked White Star ea trying to pick me up, but they liner Republic, told the story of the went around and around and missed disaster. One thing he did not tell me. I managed to load my revolver was why he had elected to stay with again and it went off, although it had his ship until it sank. Being an offi-cer of the Royal Naval Reserve and boat manned by four of the Republic's crew and four sailors from the Captain Sealby presupposed that this Gresham commanded by Gunner's Mate Johnson slid up near me. waved a towel I had picked up out of we knew that the Republic would never live to reach Martha's Vine-yard," was the way Captain Sealby began his tale. "By 7 o'clock she in the boat when it picked me up. I began his tale. "By 7 o clock she was way down in the stern, and wallowing with long, painful rolls, that up, too. We were quite back on our feet again after the men on the Greston was very little more life." speak too highly of the work of the revenue cutters that were trying to tow us: it was magnificent.' Captain Sealby had a word to say

about his officers and crew. "I have nothing but praise for the actions of the officers and crew of the Republic both at the time of the collision and subsequently during the very trying task of getting the passengers transferred to the Florida. that she was going to drop under us The success of this maneuvre I atwithin a very few minutes. First tribute to the remarkable discipline and cohesion between officers and crew. The passengers themselves aided greatly by their conduct. There was absolutely no panic among them

> The Republic's commander also naid a generous compliment to Binns, the wireless operator, who had stuck to his key although part of the wireless cabin on the boat deck had been carried away by the Florida's prow. Second Officer Williams told of his experiences after he had become separated from his superior on the slant-

ing deck of the Republic. He said: "When I fell down on the saloon deck on the port side I hung onto the Holmes light we began to hear a roar-rail with my elbow. In three minutes ing and cracking of the deck seams it was all over. I felt her lift straight It was the air driving up in the air and saw the prow right over my head; then she just slid down. I felt the stern strike bottom, for there was a jar and then I felt something give. I believe she broke in the middle where she had been rammed by the Florida.

"I was pitched off the deck before the last of her dropped out of sight. just caught a glimpse of the keel dropping past me as I hit the water. tread water for a second to get my balance, then I struck out for about a dozen strokes before the boil of the water got me.

"A grating hatch hit me and I held on. I couldn't climb onto it because the seas rolled me off every time I scrambled up. I was getting tired of trying when another grating came along. I grabbed it with one hand and held on between them. I guess I I grabbed it with one hand was in the water almost half an hour when the boat from the Gresham came along and pulled me out. I directed the men where to look for the captain and we found him in another five minutes."

Williams saved a brier pipe and a pocketpiece out of the wreck and that

Jack Binns, the wireless operator who flashed the news of the Republic's ramming to Siasconset wirele station and wno subsequently kept at his place communicating with ships hastening in relief, seemed to believe that the loss of 500 cigaretter he had with him when the Republic left New York on Friday was one of left New York on Friday was the most serious features of the

"Part of the wireless cabin was torn away in the crash," said Binns, "but the instruments were not hurt. As soon as the captain heard what again, for the air had gathered under my greatcost 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 last the captain heard what the damage was he sent me orders to send out the distress signal. I found that the instrument was dead. The electric motors had gone bad with the flooding of the engine room. I knew where the accumulators—storage batteries you call them—that are carried for emergencies just such as that one were kept, and I groped for them in the dark. When I got them coupled up I tried the key and found that the spark was right."

Virginia Railroads Lose

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 result 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.

SOUTH'S DIVERSIFIED CRO

Wonderful Advancement in Agriculture in the Last Twelve Years

tendency about 1897, since which tations. time the situation has steadily improved. The production of cottonthat great staple crop of the Southdeb'-ridden, has to a marked degree been again placed on his feet as it were by the increased prices he has years. As a natural consequence he is devoting more time and attention to building himself a better home, to 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 scientific methods to Southern agriculture in the opinion of Secretary Wilson has done more to uplift land than any other factor.

Officials of the Department of Agriculture believe that the advent of the weevil was in reality a sort of blessing to the South. While it was disdevote all of his land to cotton, but quick to absorb the scientific knowl- good prices. edge so freely given by the Federal prosperity is an enlightened agricul-

Secretary Wilson Pleased.

"I am happy to have an opportunity to express through The Associat-"the Agricultural Department's vil. good will toward the South and its desire to foster in every way the aga keen sympathy with a people greater than it is now."

Washington, Special.-In no sec- struggling bravely to overcome the tion of the country, probably has results af a devastating war. I felt there been more wonderful advance- that they needed such help as the Dement in agriculture within the past partment could give them, and I have ten or twelve years than in the South. lent a willing ear to their appeals. The belief is expressed by officials It is very gratifying to me to see the of the Department of Agriculture cordial spirit of appreciation manithat the Southland is bound to take fested by the people of the South that place in agricultural develops for the work the Department is trying to do."

A spirit of re-awakening is coming Under Professor W. J. Spillman, over the Southern farmer. The agri- of the Bureau of Plant Industry, who cultural progress in the South has has charge of the farm management been marked by a material prosperity investigations in the South, much has such as, perhaps, has never before been done to encourage better sysbeen enjoyed by the farming element tems of farm management, looking of that part of the country. The fi- to the restoration of fertility, the nancial condition of the Southern bringing back of humus into the soil, planter began to take an upward and the suggestions of improved ro-"One of the most important meth-

ods adopted in fighting the cotton boll weevil" said Professor Spillman increased 53 per cent., from 1896 to "is the diversification of crops 1908, and the value of the crop 133 and the introduction of new crops. per ct. The Southern farmer, long Since the farmers have begun to realize that the weevil will in a few years spread over the entire cotton belt, they have become interested in other crops as they never were bereceived from his cotton crop of late fore. In many sections truck growing has developed amazingly. This is especially the case along the seaboard, and along the principal lines of railway connecting the South with the the education of his children and, he large industrial centres of the North. In other sections farmers have turned their attention to the production of hay. While not enough hay is grown in the South to supply the demand, the quantity of the home-grown product has increased to a remarkable degree since the Department of Agriculture began its propaganda for diversified agriculture in the South as a means of fighting the boll weevil. In erops. The application of practical some sections, especially in Alabama and Mississippi, alfalfa has become an important crop. Last spring one small town in Mississippi sold over \$3,000 worth of alfalfa seed. Five years ago there was hardly an acre of this crop in that vicinity.

Stock Raising.

"Many other crops formerly grown in small acreages only have been sown on an increasingly large scale astrious in its effect upon that great for the past few years. This is espestaple crop, it at the same time made cially true of corn, cow peas, and the farmer realize that he must bet beans. The cow pea crop especially has become vastly more important than formerly. This crop is used both must depend to a considerable extent for hay and as a seed crop, for which apon other crops. The South was there has been a steady demand at

"Southern farmers also are turning their attention to stock raising. Catgovernment and is rapidly recovering the have not been much raised in the from past mistakes. Secretary Wil- South, both because forage crops son is a great believer in the doctrine were not extensively grown and bethat the foundation of this nation's cause of the presence of the tick which spreads the dreaded Southern cattle fever. The government, both State and national, is now making an effort to eradicate this tick, with every promise of success. This will permit of the development of an important new industry in the South ed Press," said Secretary Wilson which is affected by the boll wee-

"Apparently it will only be a short time befre the South will adjust its agriculutral industries to the changed ricultural prosperity of that great conditions brought about by the adand favored region. I have always vent of the boll weevil, and wil be taken a great interest in the agri- even more prosperous than it was culture of the South, not only be- when cotton was king At the same cause of its extremely interesting culture, and increased acreage, the possibilities, but because I have felt cotton crop will probably be even

LUMBER SHIPPERS ARE REFUNDED \$165,000 BY THE RAIL ROADS INVOLVED

largest specific allowance of repara-tion ever ordered by the interestate volving about 125 cases and 11 difcommerce commission was made ferent railroads of the South. These Thursday, when that body approved claims to the same kind pending bea settlement agreement of \$165,000 fore the commission.

Washington, Special.-By far the in satisfaction of the claims on ac-

COURT OF ADMIRALTY TO FIX THE RESPONSIBILITY FOR REPUBLIC WRECK

ship was responsible for the Nan- The owners of the Florida also filed tucket collision in which the White Star liner Republic and the Italian tiner Florida figured and which company shall pay the damages will be order from Judge Adams in the Units. decided by the court of admirality. ed States circuit court staying all suits for damages against the steam-ship Florida on the ground that their of the owners of the Republic claimed damages of \$2,000,000 and recited had been filed ahead of the \$2,000, in legal form the story of the recent sea disaster. The blame for the colship Florids on the ground that their petition for limitation of liability had been filed ahead of the \$2,000, in legal form the story of the recent ship Navigation company.

New York, Special.-Just which lision was placed on the Florida

ERECT WIRELESS TOWER AT WASHINGTON

Washington, Special.—The Navy bances or interference by neighborpepartment opened bids for locating a wireless tower at Washington for communicating with ships at sea. The specifications require that the tower or 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 inturrupted by atmospheric distur-

Washington, Special.—The Navy bances or interference by neighbor