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"SO MUCH TO DO."

There is so much to do—so much to right; So many paths to smooth for other feet; So many corners dark that cry for light; So many bitter things to change to sweet— That none of us should idle here and tell A world in need of help that all is well.

There is so much to do—so many foes Of truth and justice to be overthrown; So many here oppressed by cares and woes That need the help that we, perchance, may own— That none of us can stand and truly say, "There is no task that calls for me today."

—Edgar A. Guest, in Detroit Free Press.

THE FLYING BOAT IN WAR

ON the subject of national defense Glenn H. Curtis who knows something about aviation believes the greatest opportunity for the future lies in use of flying boats or seaplanes.

Here is an interesting statement from the noted inventor: In my opinion the greatest field for the development of America's defensive forces is with the flying boat or seaplane. The underseas crafts have demonstrated their importance, but the aircraft has two distinct advantages.

First, it has four times the speed of the submarine.

Second, its range of vision is almost unlimited as compared with that of the submarine.

It is, therefore, of great value for reconnaissance, while with increased weight-carrying capacity and devices for accurate bomb dropping it will be as efficient as the submarine for offensive purposes at the present time.

And again, aircraft can be used to great advantage in protecting large ships against submarine attacks.

With reference to preparedness Curtiss is the type of man to be consulted. Preparedness for war is not preparedness unless it is up-to-date. What good would it do this country to have a vast number of battleships if little submarines or seaplanes could come along any time and sink them?

The success of the submarine in the present war seems to assure its supremacy over the battleship and cruiser. Will the flying boat supplant the diver?

THE SUCCESS OF THE FAIR

ALL western people admire the spirit shown by San Francisco in rising from the ruins of the fire and earthquake and their enterprise in holding the great exposition this year. If the San Francisco Star is correct in its figures the fair will also be a financial success. The Star says: "Half of the allotted life of the Panama-Pacific Exposition is past, and the figures that talk say: Total receipts, \$5,433,000; Zone, \$3,108,000; Exposition's share of Zone receipts, \$587,000; Admissions, \$1,525,000; Attendance, 8,000,000; Expenses, per day, \$16,000.

"More than 8,000,000 persons have passed the gates—not including employees—and it is believed that the admis-

sions will total not less than 20,000,000. At every great exposition of the last twenty years, 40 per cent of the concessions closed during the first two months; but here less than 5 per cent have failed in the first five months. It is believed that when the gates are finally closed there will be a net balance of profit."

If the fair succeeds under war conditions it will be a triumph indeed for the San Francisco spirit.

AN ELECTRIC LAW OF GRAVITY

HERE arises Prof. Thomas Jefferson Jackson See to tell us that we have been wrong all the time about the law of gravity. Things do not attract other things with a force exactly proportionate to their mass. They attract in proportion to the number of atomic electrical currents which go flowing around them in the same direction.

In an age which rides, talks sees and hears by electricity, this new scientific proclamation does not come upon us with the tumultuousness of a shock. The evolution of X-rays, of ultra-purple light forces, of radio-activities and various wireless marvels have taught us long since, in the presence of any fresh evocation, merely to wonder what next. Prof. See's theory of gravity happens to be next at the moment.

The new proposition detracts nothing from the peculiar glory of Sir Isaac Newton's falling apple. Beyond doubt that apple did fall and did start a train of thought which became a long one—centuries long, in fact. If we believe the California professor, however, it fell not because the earth had a greater pull in the mass but because the earth is girdled by more of those electric mysteries with which our Edisons and Marconis love to play.

What difference does it make, anyway, the man with no love of science in his heart may ask, so long as the solar system stays as it is put? But the man with imagination has no place for so sordid and cynical a thought. The gigantic scheme of electric control which makes this new gravity idea possible will interest him. What prevents those fluid runaways such as sometimes perplex all hands in a trolley power house? And what will happen if some day a tremendous short circuit carries its consequences to the whole solar outfit.—New York World.

RIMINI.

Among the seaports recently visited by the Austrian fleet Rimini, ancient Ariminum, the Adriatic seaport opposite the diminutive republic of San Marino, is a city of typical Italian charm, a place intimately associated with the big events of early history, fascinating for the strange romances lived within its bounds, and filled with memories of those absorbing traditions that go to make up the Italian temperament.

This little port forms the subject of today's study of war geography issued by the National Geographic Society at Washington.

Rimini, just below Pisa, the Austrian naval base across the Adriatic, once an Umbrian colony, then an Etruscan port, and later acquired by Rome as a base against the Gauls, is a picturesque monument to the past rather than a place of present large importance.

"When growing, Rome met Carthage for the mastery of the maritime world, Rimini became an important naval port. Here was stationed a Quæstor of the fleet, and from here the merchants of Dido's city were harried on their ventures through the Adriatic and Ionian seas.

"The power of Rome reached out through this port for the control of the Mediterranean, of earth's one great mercantile sea. Rimini is no longer a point of significant strategic value to the power on the Italian peninsula, but in Roman days it was a vital element in the plan by which the Latin city became the mistress of the world.

THIS MAY ENTERTAIN

MY HEART'S DESIRE.

(From the Argonaut.)

My heart's desire is nothing great; Say just a little eight-by-eight; Log cabin in the northern woods Where I can wallow in my moods; And wade around in solitude; And rubber boots; Free from excitement, noise and dudes; Yes, that just suits!

CURRENT THINKING

AUSTRIAN POLAND

For months war dispatches from Galicia—where vast armies have swayed back and forth, locked in one of the outstanding, titanic struggles of history to decide the fate of empires and of two mighty races—have gripped the popular attention more than the news from any other battle theatre. On Galicia's fields during the past few months have been done such feats at arms as the modern world could not have dreamed of.

The nature of this war theatre, that has beheld among earth's sternest, most bitter scenes, is intimately described by William Joseph Showalter in a statement prepared for the National Geographic Society. This writer:

"Austrian Poland is practically embraced by the crownland of Galicia. This crownland is almost exactly the size of the State of South Carolina, but it has a population six times as great. If continental United States exclusive of Alaska, were as densely populated as Galicia, we would boast of a population four times as great as that of Russia.

"And yet Galicia is the poorest of all the provinces of Austria. It lies outside the ramparts of the Carpathians, which rob it of the warm winds that otherwise would come to it from the south and also turn back upon it the cold winds of the north. Thus these mountains give Galicia long,

cold winters; short wet springs; hot blistering summers, and dreary chilly autumns.

"The glory of Poland's past and the hope of her future are Cracow and Lemberg, for it was the former that was her capital in the yesterday of history and the latter that is her capital today and which would be her capital tomorrow were Polish dreams to come true. In Cracow, the great city of Poland's past, the royal palace still stands, but it is used as a barracks and not as the home of a king.

"The cathedral is now the Vaibalis of its departed greatness, for there sleep the kings and the heroes from the Jagellons to Kosciuszko. Not far away is the Kocziusko, one of the most remarkable memories ever reared by the hand of man—a huge mound of earth brought by loyal Poles from every battlefield in the world consecrated with Polish blood.

"The country around Cracow is flat and is devoted almost wholly to small farming and trucking. The peasants dress in white jackets and blue breeches and wear jackboots; their women folk, with large, bright shawls and picturesque head-dresses, brighten and give spirit to the country side.

"From Cracow to Lemberg the traveler encounters good land; it is fairly level and entirely innocent of fences, boundary stones marking party lines, and tethers or herdsmen keeping livestock where it belongs.

"The same methods of agriculture that we used in the United States before the days of the self-binder and the grain drill are still in force in that region.

"It is in Lemberg that the only Polish dominated legislative assembly in existence holds its sessions, for Lemberg is the capital of Galicia, and the Poles, both because of their shrewd political ability and their numerical weight, control the Gallican legislature in the face of their rivals, the Ruthenians of east Galicia. The city of Lemberg is largely modern—a compact nucleus surrounded by scattered suburbs.

"While Galicia is almost wholly an agricultural region, and while a large percentage of that agriculture is carried on in the old-time way, there are some few manufacturing neighborhoods and industrial districts. Distilleries occupy first place among the industries, and there are many beet-sugar and tobacco factories. Petroleum springs abound along the Carpathians and some of the towns in this region grow from small villages to modern Beaumonts between New Year and Christmas.

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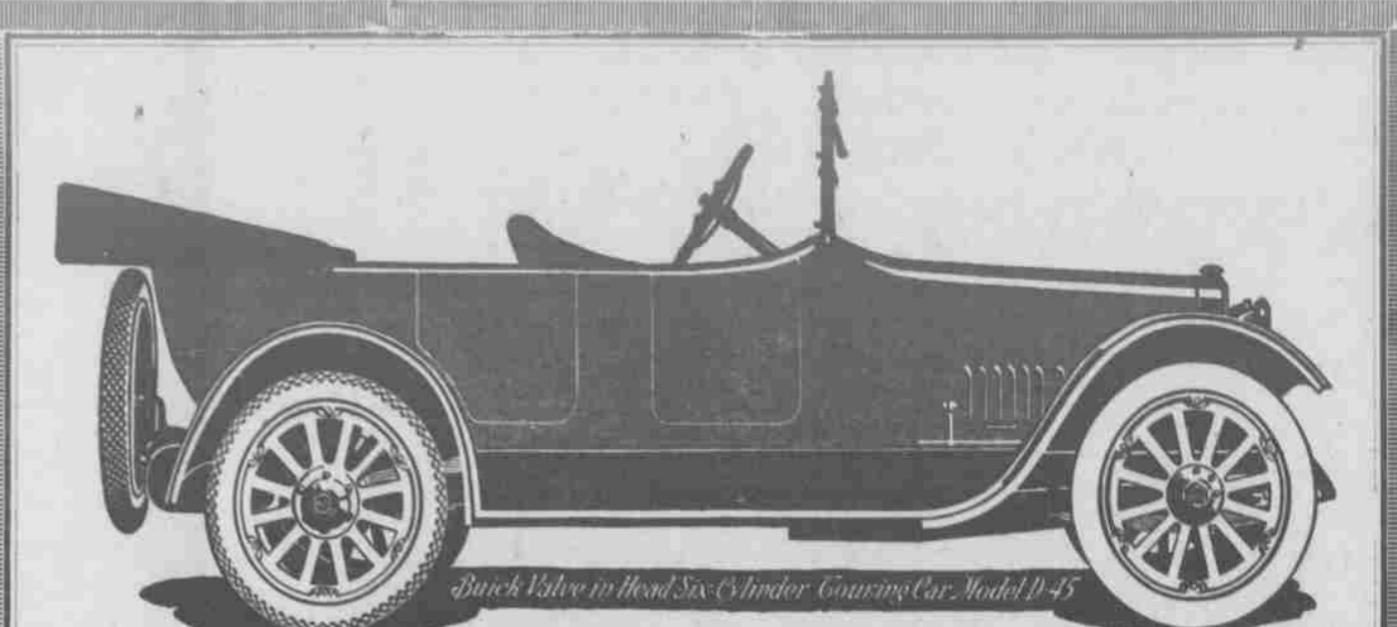
ORIGIN OF PIN MONEY.

Very old hand made pins, as may be supposed, are much clumsier and cost considerably more than the machine product that we buy today for 5 cents a paper.

When pins were first invented they were, of course, very expensive, and the money turned over to the wives for spending money by the men of that day gradually came to be termed

ROUND-UP DATES.

The 1915 Round-up will be held on Sept. 23, 24, 25.



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"pin money." The first pins were of wood, bone or silver, according to the wealth of the users, but the metal pin on the order of those we now use did not make its appearance until about the middle of the sixteenth century. — Pittsburg Dispatch.

A Romance.

Flo—What has become of Grace?  
Mabel — Oh, she married her fiance and they have gone on their honeymoon.

GREATEST ARM WORKS MAY BE CLOSED



Claude Kitchin, Democratic Leader of the House of Representatives.

This is just a small part of the great plant. It covers 102 acres and great Remington arms works at Bridgeport, Conn., which may be closed by a strike, due, it is declared by some partisans of the allies, to German influence. Claude Kitchin, leader of the House of Representatives, has gone from Washington to make an investigation.

The Remington Company is constructing here, because of enormous contracts obtained from the allies, a

IF YOU HAVE FREQUENT HEAD-ACHES WHICH MEDICINES DO NOT CURE...

Accurately fitted glasses are only possible when the sight has been scientifically tested.

We have every facility for doing this and exercise the greatest care so that you may receive the utmost benefit from wearing glasses.

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Surely you can see that the car is considered a criterion of what constitutes real worth. Once a man has driven the car, even for a few miles, nothing can distract his mind from its performance and its quality.

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That is why the second 20,000 are being absorbed with equal eagerness.

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