

Who?

By Eli Haggard, Nashville, Tenn.

Who helps to build your church and school
According to the Golden Rule?
When Miss Fortune's hand has struck,
Knocked down your plans and changed your luck,
Who speaks the word that scatters fears,
Gum & Sward, Sawbuck & Shears?

When bills you owe are over due,
Who is it says: "I'll wait on you
Until you've gathered in your crop,
Go right ahead—you needn't stop?"
Who helps you out when you are stuck?
Gum & Sward or Shears & Buck?

Who, when you haven't got the "dough,"
Comes to your aid, gives you a show?
Who sends the goods and pays the freight,
And tells you that he's glad to wait,
Wipes from your eyes the briny tears,
Gum & Sward, Sawbuck & Shears?

Who says to you: "We can't express
Without the cash with your address;
You know we never sell on time
To any one in any clime;
Send us the cash, dismiss your fears;"
Don't that sound like Sawbuck & Shears?

And when you want to make a note,
Sell a pig or calf or goat,
When you need something right away—
A mower blade to cut your hay,
Or a plow point—(without fears)
Do you call up Sawbuck & Shears?

And at last when you're in bed,
The doctor says: "You'll soon be dead;"
Who'll be there to wait on you,
Who'll sit up the whole night through,
At the funeral shed some tears;
Gum & Sward, Sawbuck & Shears?

Who, when they've placed you under ground,
Won't rush away, but linger round;
And when the last "Amen" is said,
Will scatter flowers o'er your head,
And brush away the briny tears;
Gum & Sward, Sawbuck & Shear?

its own supervision, because it found that "the ordinary printing office is not equipped to get out large quantities of special matter on short notice in an up-to-date manner and at an 'equinomial' cost." Soon after one partner turned to the other and inquired, "Do you spell 'e-q-u-e' or 'e-q-u-i' in 'equinomial'?" "I am not sure," said the other. "Look in the dictionary." After some search the first said with pained surprise, "'Taint here." The second came to help him, but had no better success. Then they stared at each other in astonishment, till one exclaimed: "Well, what do you think of a man that would get up a big dictionary like that and not put in such a common word as 'equinomial'?"—Exchange.



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As To An American Merchant Marine

When our great civil war came the tonnage of the ships of the United States exceeded that of any other power including Great Britain.

Four years later it had been swept away, either through the privateers fitted out in England or by transfers to foreign flags.

In those four years, too, the material for building ships had been changed from wood to steel and the compound marine engine had so reduced the bulk and cost of fuel for ships, that even cheap products were carried in steamships and the wooden sail ship had become almost obsolete.

Great Britain took her old place as the commanding power on the ocean and has maintained it though in the meantime Germany had become a strong rival.

In the meantime, too, the congress of the United States has refused to take one step toward restoring our ocean prestige, though it has looked on and seen our country pay to foreign ships in fares and freights a steadily increasing sum until it now reaches \$300,000,000 per annum. In the past fifteen years it has amounted to more than the whole wealth of any one power of Europe with perhaps four exceptions.

It would seem as though the present would be an opportune time to begin the rehabilitation

of our merchant marine, but we have no hope that any sensible steps to that end will be taken. At least up to date the examples of nations that have grown rich through their ships has counted for naught with our statesmen; neither has the fact that what is paid by our country to foreign ships is lost to our country forever, had any effect on our statesmen; neither has the further fact that had we a merchant marine commensurate with our place in the world, it would be giving a million of men fair wages that would at once be going into the active money circulation of the country.

Neither can our "statesmen" comprehend that an ample merchant marine would place our people in direct accord with the nations, and all their opportunities would be open to our people.

But all that does not count with our statesmen. It is like the merchant that has a big store but refuses to own a delivery wagon lest the grain and hay merchant down the street might get rich selling him hay and grain for his horses.—Goodwin's Weekly.

Dictionary Defect

A business concern, after running its own trade organ for some time, decided that it must have a printing department under



An Interesting Auto Trip

Dave McFarland, Mrs. Laura McFarland and Hermann and Warren Edwards returned from an auto tour of Southern Oregon late last week. They visited all the principal cities of Southern Oregon, Crater Lake Park, and returned home by way of Klamath Falls, Bend and the McKenzie river route. They say their trip through the great Eastern Oregon Lava Beds between Klamath and Bend was rough but very

interesting, the scenery being grand. On the DesChutes river they saw several large government irrigation projects well under way, which has been brought about by the advent of a railroad in that section of the country, which is bringing settlers to those vast sage brush plains, made extremely productive when water is placed thereon.

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HARDNESS OF WATER.

Solid Streams at High Velocity Are as Rigid as Iron.

In the American Magazine a contributor gives a most interesting description of the resisting power of water. He says that a solid stream of water shot out of a hose at tremendous velocity is just as powerful and destructive as a rod of iron. An extract from the article giving an idea of the hardness and resisting power of water follows:

"Here is a fact which is probably novel to the average man who has not spent much of his life thinking about motor speed boats. This is what we may call the hardness of the water when a boat is running at speed. Water at fifty miles an hour is not the limpid liquid we are accustomed to bathe in. If you put your arm overboard from a hydroplane running at fifty miles an hour and strike a wave crest the probability is that you will break your arm or wrist, because at that speed the water has not time to give, not time even to change shape, and striking it is like striking so much metal.

"In the great hydraulic mining nozzles, where a stream of water under enormous head is used to wash down hillsides, a swordsman, in attempting to cut into one of these streams, will shatter the sword without being able to penetrate the water. The stream is like a bar of iron. The fact that water at relative speed is so hard—or that its inertia is so great, to be a little more accurate—is the reason why a skipping stone travels over the surface and is the reason why a hydroplane boat slides over the surface instead of plowing its way through.

"The picture we must have in our minds, then, of a speed boat is that she is traveling not in water, as we ordinarily understand it, but over the surface of a semisolid, very much as a sled travels over snow."

Prime Numbers.

It might appear at first that every number can be divided by some number besides itself and one; but many numbers cannot, and if they cannot they are known as prime numbers. Of all the numbers having a value of less than 1,000, there are 168 that are prime. Of these twenty-six are smaller than 100, twenty-one appear between 100 and 200, sixteen between 200 and 300, sixteen between 300 and 400, seventeen between 400 and 500, fourteen between 500 and 600, sixteen between 600 and 700, fourteen between 700 and 800, fifteen between 800 and 900 and fourteen between 900 and 1,000.

His Vacation.

A woman had a negro cleaning the yard for her. His wife had been dead for several years. So his employer seized a favorable moment and proceeded to sound him.

"John," she said, "you're a good, steady man. Lots of women would be glad to have you. Why don't you get a wife?"

John leaned on his rake and scratched his head reflectively.

"Well, I tell you," he replied. "You know I was married seven years, an' I've got to have a rest."—Indianapolis News.

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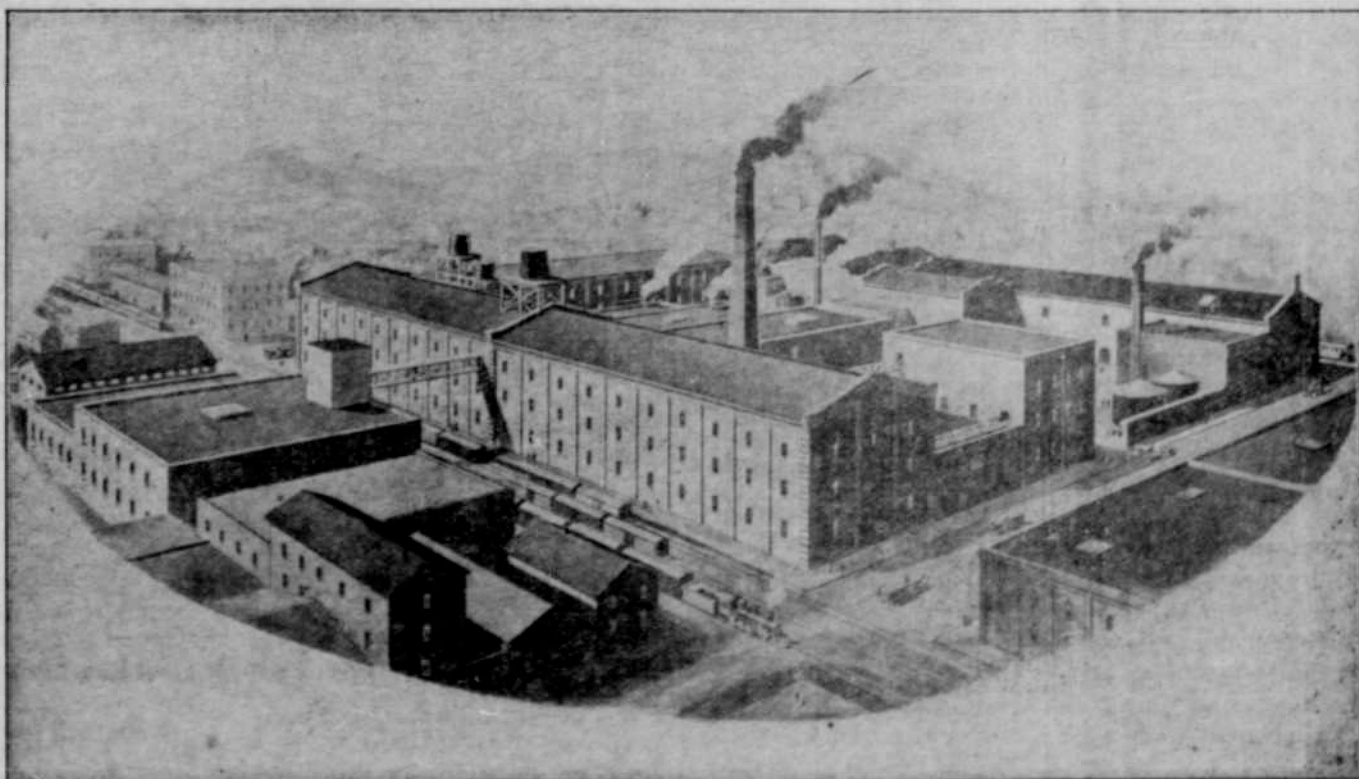
Prohibition vs. Temperance

In Germany, where prohibition is unknown and where all the people have been temperate drinkers of wholesome beers and light wines, there is less drunkenness than in Maine or in Kansas—the two most conspicuous prohibition states in the Union.

The same is true of France and Italy. The world over you will find that the really temperate races are those who are not prohibited from drinking temperate beverages such as beer and wine.

Prohibition in Germany, France or Italy would produce exactly the same results that it has produced in every state in the Union where prohibitory laws have been enacted. It would not stop men from drinking nor decrease drunkenness, but it would drive out the mild drinks and encourage men who do drink to resort secretly to the highly concentrated spirits.

If prohibition really saved men from the "curse of drink" it would have more to commend it to the intelligence of the people. But, as the great editor, Henry Watterson, observes in the Louisville Courier-Journal, "It does not promote either temperance or virtue. It arouses human passion to frenzy by restricting private rights. It does not reduce drunkards. It multiplies Pharisees and malefactors."—Paid Advertisement.



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