

Heart and Home Talks

by Barbara Boyd

THE POSITIONS WHICH ARE AN INVESTMENT FOR THE FUTURE.

A certain young man has accepted an appointment by Governor Hughes to a public office in New York state, though two banks in New York city would eagerly have elected him president at a salary from three to five times his present one. He is not counting on graft, either, to swell his presidential income, for he is clean clear through. His record is one to be proud of, and it is the product of a character which both political friends and enemies know stands as a rock against all dishonest practices. But in discussing the step, he says that he considers he is making an investment for the future.

It takes a level head, a clear vision and a lot of courage thus to turn down such a large, immediate and apparently sure gain for a far-off, yet seemingly greater advantage. Not many young men would do it. Few women would do it. The gain that is right at hand so fills the whole vision that few can see how the other will grow.

Yet it pays to take this long look ahead and invest for the future as well as for the present. It will pay many a person to take it right now. In a week or two, many will be starting into business. New positions will open for those already employed. The business world is stirring with fresh life. A new season is at hand, its activities are already beginning to be felt. Work will be waiting for

many who want it. Their heed is to choose wisely.

It they regard work seriously, if they give it its rightful place in their life, its due honor, they should look carefully at the position they are about to take to see if it is a mere flash in the pan, or an occupation that will grow steadily better and brighter for them. The immediate salary is not the only thing to be considered. One should not let this blot out the view of the future. The job that looks big now may be in a few months worthless. The surer position, though smaller, is the wiser choice.

One, too, should seek the work that is in line with one's ambitions so that there is the satisfaction of growth in knowledge of it, as well as of increasing salary. If one has the right work, there is as much satisfaction in doing the work itself as in drawing the salary for it. One should put all the possibilities for pleasure possible into his occupation. He makes an investment for the future in this way, quite as much as he does in looking out for financial returns.

One will sometime catch up with his future. He should so plan that it will give him success and happiness, not defeat and disappointment.

Barbara Boyd

British Naval Airship An Amphibious Craft

Although no date has yet been fixed for the launch of Britain's first naval airship, there is every reason to hope that she will emerge from her huge shed at Barrow some time next month, a recent London dispatch says. The delay in completing her has been much greater than was expected.

It was officially stated in Parliament that the airship would be ready last June, but month after month has gone by, and still she remains a closely-guarded, hidden mystery.

Three days ago, however, the cruiser *Hermione*, which is to be the air vessel's "mother ship," arrived at Barrow, and that is taken as a sure sign that the work is nearing completion.

When this great airship is launched she will be not only the largest and speediest airship in the world, but a perfect marvel of naval ingenuity.

"Naval Airship No. 1," as she is officially described, will be amphibious in her duties—she will reign in the air and have her home on the water. She is being built on the water, she will be launched on the water and her home station will be on the water.

When she ascends in the air she will act as a vigilant, farseeing scout, searching for the enemy, and her capacity is so great that she will be able to remain away for three or four days before gliding back to her station on the water, like a homecoming gull.

The corrugated iron shed in which the dirigible is being constructed is about 200 yards long and 35 yards wide, and is built over an inclosed strip of water at Cavendish Dock, so that when the airship is launched she will be drawn into the open through the enormous canvas doorway and will rest all the while on the water.

The fact that the airship will float is one of her many surprising characteristics. Two gondola-like boats, one at either end of the airship, will preserve her buoyancy in the water.

An elaborate and ingenious arrangement of network and anchors will also be employed to steady the ship while at rest, even during the stormiest weather.

The boats will be the living quarters of the two officers and six men who are to work the vessel, and they are being fitted with every necessary convenience—such as sleeping berths, cooking galley, stores and so on—to enable a cruise of two or three days to be made.

The boats are large enough to accommodate at least 50 men, but all the spare space will be devoted to the storage of petrol, as hundreds of gallons will be required on continuous long cruises.

Everything on the airship is British made. The balloon is of a special texture, which combines lightness with strength, and many miles of it have been used in the making of the huge envelope.

The outer covering is made of the new alloy of aluminum, which is much stronger than aluminum itself and only slightly heavier. The engines have been specially designed to meet the requirements of the Admiralty, and it is believed they will in moderate weather give the airship a speed of 50 miles an hour.

For more than six months experiments have been conducted at Messrs. Vickers, Maxim & Co's yards with various new propellers, with the result that blades with just the right pitch have been provided and fitted to the vessel.

It was thought that the cost of the airship would not exceed \$350,000, but there have been so many alterations in the original design, due to the discovery of improvements almost every day, that the total amount will probably not be far short of \$500,000.

Two officers have already been appointed to the airship. They are Lieutenant Neville Osborne and Lieut. Cecil Talbot. Lieutenant Osborne is an ideal commander of aerial craft; he is, for instance, a clever gymnast, and is credited with being able to perform wonderful feats with a bit of wire slung between posts. He is also an accomplished linguist, having gained high honors in French and German.

For some months past he has been superintending the work, and his appointment as commander is as well deserved as it is popular.

Both he and Lieutenant Talbot are exceptionally well versed in aeronautical science.

It is understood that for a few months—possibly up to next June—the airship will remain at Barrow, making experimental flights over the sea, with the cruiser *Hermione* in close attendance, ready to render any assistance. After these prolonged trials are over the airship will be taken to her permanent station on the coast.

LODGE SAYS DEATH DOES NOT END ALL

"There is no real ending to anything in the universe, nor was there any beginning," said Sir Oliver Lodge in the course of an address on the subject of incarnation in a late address in London. He added:

"The death of the body does not convey any assurance of the soul's death. Every physical analogy is against such a superficial notion of nature. We never see things beginning or coming to an end. Change is what we see, not origin or termination.

"Death is a change indeed—a sort of emigration, a wrenching away of the old familiar scenes, a solemn, portentous fact. But it is not annihilation.

"No thoughtful person can believe that he is destined to drop head foremost into vacant nothing and cease to be. Existence is itself a great adventure—a series of them. Some lead placid lives, seek to avoid adventure that none can altogether escape, none can escape the great adventure—death.

"There are three adventures in life, birth, death and marriage, and comparatively few escape all three."

Sir Oliver's message was that there is some great truth in the idea of pre-existence—not an obvious truth and one easily formulated, but a truth difficult of expression and not to be identified with reincarnation. Persons living now might not have been individuals before; but they were chips or fragments of a great master mind, of spirit and light. He did not mean to say only that they were parts of the Deity. He meant something more detailed than that. The idea of angels was treated as fanciful and imaginative. It might be not altogether fanciful. Facts indicated that we were not really lonely in our struggle, that our destiny was not left haphazard, and that there was no such thing as "laissez faire" in the highly organized universe.

Help might, said Sir Oliver, be rejected, but help was available. The ministry of benevolence has aroused us. We were still barely emerging from the ruthlessness of savage competition. The earth was still full of darkness and cruel habitations, but it was our fault and not the fault of nature.

There was room for everybody in a properly organized universe. Civilized people should be above mere animal distress. Humanity was good enough if it obtained a chance. Real badness was exceptional. There was hope in the air, and the title would come when they would realize that Christ was walking not on the waters of Genesareth, but on the Thames.

COPENHAGEN, Nov. 5.—Neither claim that he reached the North Pole. Cook nor Peary has a shadow of truth in his claims.

"No living explorer nor Esquimaux has been within 100 miles of the North Pole."

This is the startling conclusion reached by Knud Rasmussen, say missionaries to Greenland, who have returned here. The missionaries, who are deemed religious and reliable, say, too, that they bring details of Rasmussen's cross examination of the two Esquimaux, Ahwelah and Eturishuk, upon whose testimony Doctor Cook relied for corroboration of his

After closely questioning these two and other Esquimaux, Rasmussen is absolutely sure that the pole is still unconquered.

Rasmussen, an experienced Arctic explorer, is the Danish inspector of Greenland. His mother was an Esquimaux, his father a Dane. Whatever Rasmussen says about Arctic exploration is accepted with the greatest faith here. He was a partisan of Dr. Cook at one time. So, if the missionaries quote him correctly, his report will reopen the entire Polar controversy.

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PENITENTIARY FOR xxN et sb cm
NEW YORK, Nov. 3.—Smuggling by passengers on incoming liners is becoming increasingly dangerous. The days when detection only meant a heavy fine have passed, and hereafter the customs authorities will ask the courts to inflict imprisonment in cases where there are no "extenuating circumstances." Collector Loeb holds that all travelers by this time must have heard of the zealous enforcement of customs laws which has been the rule ever since he took office, and he has no intention of being easy with those who violate the laws with eyes open.

One of the first cases under the new ruling has just ended with a conviction here. As a result, Philip Sevester, a professional musician, must pass nine months in the penitentiary for importing a harp from London without paying duty on it. Sevester purchased the harp, ostensibly for his own use, in which case it would have entered duty free. He sold the instrument to one of his pupils, however.

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