

The Significance of Mother's Day



A Modern Madonna



Mother Love



Murillo's Mother and Child



"My Mother" from the Famous Paintings by J. H. Whistler



The Famous Bodegheisen Madonna

Our Latest Addition To the Calendar of Holidays Is But a Revival of Mothering Sunday of the Seventeenth Century -- The Mother Influence In Our National Life.

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Whereas, by a joint Resolution approved May 8th, 1914, designating the second Sunday in May as Mothers' Day and for other purposes, the President is authorized and requested to issue a proclamation calling upon the Government officials to display the United States Flag on all Government buildings, and the people of the United States to display the flag at their homes or other suitable places on the second Sunday in May as a public expression of our love and reverence for the mothers of our country.

ment officials to display the United States Flag on all Government buildings, and do invite the people of the United States to display the flag at their homes or other suitable places on the second Sunday in May as a public expression of our love and reverence for the Mothers of our country.

WOODROW WILSON.
By the President:
William Jennings Bryan,
Secretary of State.

Older Than Christianity
The celebration of Mothers' Day, while new to us as a feast day, is in history older than Christianity itself, for Mother-worship with its rites and ceremonies dates back to the days of the pagans when Cybele, the Great Mother of Gods, was idealized in Greece two centuries or more before the coming of Christ. Later the day

became known as the festival of Hilaria and was held on the Ides of March. As was the custom of the day, offerings were made at the temple. With the advent of Christianity the festival was changed, and although it still included many pagan customs, it became a celebration in honor of Mother Church and was held on Mid-Lent Sunday, or the fourth Sunday in Lent. On this day the faithful came to bring offerings to Mother Church. Finally, the day took the name of Mothering Sunday, and was set aside as the time when people should pay visits to their parents, especially to their mothers, also that they should carry with them some cake or trinket. "Going a-mothering" soon became the fashion and a certain kind of cake known as simnel cake was carried as a gift to the mother. Herrick, the poet, in addressing one of the characters of his poem on Mothering, says:

"Till to thee a simnel bring
Gainst thou go a-mothering,
So that when she blesses thee,
Half that blessing thou'll give me."

This proves that even in the early days the mothers' blessing was highly regarded.

In England the simnel cakes were composed of a crust made of fine flour and water with sufficient saffron to give it a deep yellow color and the interior filled with such ingredients as is used in plum puddings. They are boiled and brushed over with egg and set away to harden. When they are to be used they must be rebaked and softened. This custom was in vogue during the seventeenth century when every child who resided away from home was expected to carry a simnel to his or her mother. Frequently the cakes were kept until Easter and served as the dessert for the dinner on that day.

Early Celebrations
Mothers' Day was first observed in

1908 in Philadelphia by several of the Sunday schools, and in 1909 about two thousand people took part in the services. Seattle, Washington, however, has the honor of being the real pioneer in a genuine Mothers' Day celebration. This was in 1909 when hundreds of people gathered in the churches of that city on the second Sunday in May. They carried bouquets and wreaths of flowers and at the close of sermons on "Mother Love" the entire congregations held their flowers aloft while the pastor pronounced a blessing, and at the close of the service the flowers were gathered together and placed on the graves of mothers whose relatives were not in the city to perform this loving service.

In 1910 the Governor of the State of Washington set aside the eighth of May of that year as Mothers' Day for that State, and ever since that time the proclamation of Mothers' Day has been issued with the same regularity as that of Thanksgiving. A request is also added that each person wear a white flower on the day and that special services should be held in the churches.

The State of Oklahoma was the next to fall in line with a Mothers' Day proclamation, when Governor Lee Crane in 1911 paid such a glowing tribute to motherhood in his proclamation to the people of that State:

"Each citizen, whether old or young, rich or poor, happy or sorrowful, remember her whose love passeth human understanding, and remembering, manifest to the world your love and gratitude by wearing a carnation in honor of the dearest of all mothers, and wearing it, think of her and love her."

Since that time many States have followed the example of these two Western States, and at present the day has taken a prominent place among

our feast days. Sermons are preached on the subject of motherhood in the majority of our churches. The Sunday schools have a Mothers' Day service, and in the afternoon many go out to the cemeteries to cover the grave of "man's best friend" with garlands of flowers.

Mothers' Pensions
The celebration of Mothers' Day has brought about a stronger feeling on the subject of pensioning mothers, and one is surprised to learn how many States have already adopted the pensioning system for mothers who are too poor to properly care for their children. While the plan is too new to show very many benefits to the mother and child the sponsors of the bill in the City of Chicago are of the opinion that a child can be maintained at home cheaper than it can in an institution, and also that a child with a home is less likely to turn criminal than the one brought up in an institution. The statistics of the State Reformatory at Elmira in New York State prove the above to be true in that State at least, sixty per cent. of the inmates having been brought up in institutions instead of homes.

"Home with Mother" is the aim for the child by the charity workers of the present day. "Assist the mother financially," they say, "and she will care for her child in such a manner that State Reformatories will not be needed. The preservation of the home is worth all it costs a Commonwealth." Twenty-two States are already in line in this work: Arizona, California, Idaho, Iowa, Illinois, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, Nevada, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Oregon, Pennsylvania, South Dakota, Utah, Washington and Wisconsin.

Mother Influence on Statesmen
The significance of Mothers' Day should find an echo in every heart, for it was the mothers of our Statesmen who in the early days put our Nation on a firm foundation—"The

hand that rocks the cradle is the hand that rules the world." It was the mother of George Washington who, by her woman's intuition that he was made for better things, saved him from becoming a midshipman on a British ship. It was the turning point in the life of the Father of his Country when rather than cause his mother sorrow he returned his middy uniform and said "Mother I can never go and cause you so much grief. I will stay at home." With Washington in the British Navy there might have been no Monmouth and no Yorktown.

The character of Andrew Jackson's mother stands out in American history like a speck of blue in the darkness of those early days in the mountains. Her advice to her son shows the wisdom of Polonius and may well be treasured by the man who desires to succeed. Jackson never forgot her words of advice and a short time before his death he repeated her parting advice to a young man in whom he was interested.

Again in the life of Abraham Lincoln we find the influence of his mother. When she died away out there in the Indiana wilderness so far from civilization that her body was consigned to the ground without a prayer, the boy determined that she should not go unhonored, and three months later he persuaded a parson from Kentucky to preach a sermon and conduct the services for the dead over her grave. In after years when the burdens of State and a disunited Nation caused him such travail of soul his thoughts reverted to his mother's teachings and he applied them to his acts. Only a few days before his death, in talking to a friend, he spoke of the pioneer days and the poverty he had endured. "All that I am or hope to be," he said, "I

owe to my angel mother."

Many persons will recall the tender affection which existed between the late President McKinley and his mother, and of his telling his associates how much he owed to her Christian teachings of the Golden Rule.

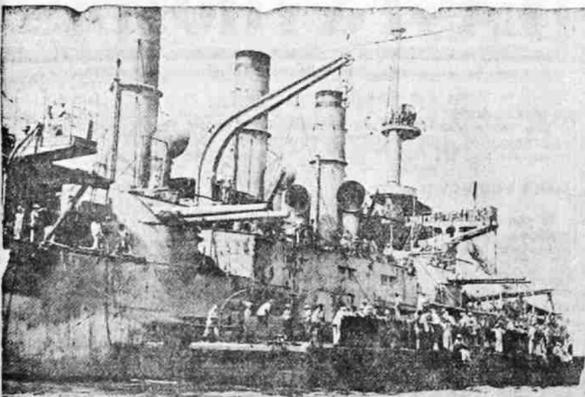
"The mother's heart is the child's school room," wrote Henry Ward Beecher. "If you would reform the world from its errors and vices begin by enlisting the mothers" is a quotation far older than the suffrage movement, but one that was used in carrying through a recent Mothers' Pension Bill.

"All that I ever accomplished in life," wrote Dwight L. Moody, the great evangelist, "I owe to my mother." "A kiss from my mother made me a painter," is Benjamin West's tribute to his mother. Even the great Napoleon bowed to the influence of the maternal parent. "The future of the child is always the work of the mother," he said. "Let France have good mothers and she will have good sons."

Mother Love
Hundreds of poems have been written on the endurance of mother love, and how when deserted and a failure in life the mother heart goes out to the black sheep of the family rather than to the ones who have made a success. Willis expresses these sentiments in a happy fashion when he writes:

"Youth fades, love droops, the leaves of friendship fall;
A mother's secret hope outlives them all."

Long may Mothers' Day reign in our calendar of feasts, may the Nation ever do honor to this saint among women—Hang out Old Glory in her name!

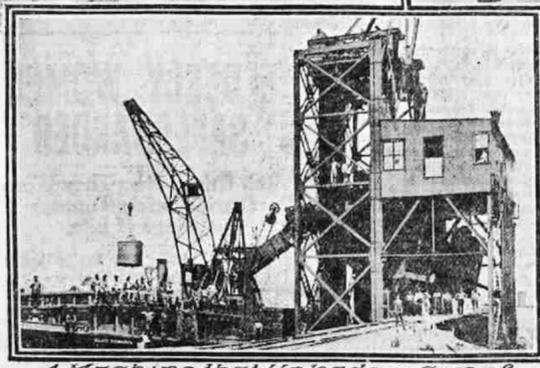


Transferring Coal to U.S. Warship from a Barge

Ability To Give Blow for Blow, and Some More, Depends Upon Fuel As Much As Upon Big Guns -- Oil Fuel To the Fore -- Coaling Ship.

BY WALDON FAWCETT.
NEVER fear, nervous reader, Uncle Sam is not going to be caught napping if there is a big coal strike this spring or summer. Even were we at war with a nation vastly more powerful than Mexico nobody need become alarmed over the labor situation in the coal mines. Uncle Sam keeps a goodly reserve supply of fuel on hand at all times. It has but needed the naval lessons of the present war, if any proof were required, to afford evidence of the importance of speed in naval conflict—and speed, of course, means fuel and plenty of it. In such important naval engagements as have taken place between British and German warships, the victory has almost invariably gone to the side that had speed in conjunction with hitting power, and speed, as has been explained, is readily translated into terms of fuel.

Feeding Uncle Sam's BIG SHIPS



A Machine that Unloads a Bag of Coal in Sixty Seconds

Liquid Fuel in the Navy
I wonder if you know to what extent Uncle Sam has adopted liquid fuel for our warships—oil as a substitute for black diamonds. There has been nothing secret about the division of allegiance, but it has come about so quietly that not every newspaper reader has realized that oil is every bit as important nowadays as is coal, for the purpose of keeping the fighting ships on the move. Indeed, on the Pacific ocean where a good many people think our destiny lies, oil fuel is now paramount—used pretty nearly exclusively.

Better evidence that oil is regarded as the naval fuel of the future is found in the fact that all our most powerful new battleships, lately built or building, and all our new torpedo boat destroyers are arranged to burn oil exclusively. That means that the two most important classes of naval fighters—for the destroyers have moved up in the scale of importance in view of the revelation of the submarine menace—are going to depend upon oil. In the case of each, speed is a prime consideration, such has been the revision of sentiment with respect to battleships.



Sailors Working a Rope Cable for Use in Hoisting Coal Buckets

Serving Fuel to Our Ships
Uncle Sam is his own deliveryman to a great extent in the fuel line. Time was when he let George do it, even as you and I are at the tender mercies of the teamster for our few tons in the cellar. Later, however, it becomes apparent that if the Navy Department was to get anywhere with the chore of fueling fleets in many waters it must have its own supply depots at home and abroad and must have its own craft that would, at will, either deliver fuel direct to warships or fetch and carry between home ports and distant fueling stations. Doubtless the opening of the Panama Canal helped in some degree to bring this about, but at any rate we now have under the Stars and Stripes a fleet of colliers and tank ships of very respectable size. Some of these are for coal exclusively; others are for oil, but a number are so arranged that either oil or coal or both can be transported.

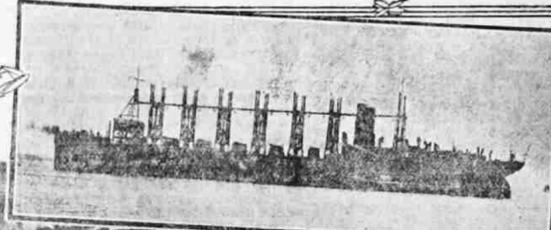
Floating Coal Hods and Oil Cans
There are a round two dozen of these fuel ships now in commission in our Navy—floating coal hods and oil cans they might be denominated since they never perform any other service



The Men Who Coal Our Warships

than to tote the burnables to the fleets in being. The fuel ships range in size all the way from the giant Jason, her length of 336 feet and her displacement of nearly 20,000 tons, making her as big as an Atlantic liner, down to iron schooners such as the Saturn, less than three hundred feet in length. Some of these fuel ships such as the Cyclops, Jason, Jupiter, Neptune and Nereus, are truly the last word in fuel ships—powerful big burden bearers built especially to the order of the United States Government, and each fitted above decks with a steel frame work, suggestive of an elevated railroad trestle, that makes the craft look like a freak but that is of tremendous assistance and economy when it comes to loading or unloading fuel. Each of these ships cost a million dollars or over and in contrast to the schooners and barges that were used in days gone by to leisurely deliver fuel, it may be noted that the twentieth century fuel shifters can steam merrily along at a 17-mile per hour clip.

Fuel Storage Plants a Plenty
Fuel ships are the arteries that carry to our fighting ships the blood that makes for action, but the very heart of the system is found in the fuel storage plants scattered up and down our coasts and at strategic



The Jason, One of the Modern Colliers

points overseas. Here the supply must be ever ready and inexhaustible. Under normal conditions, too, our warships take fuel aboard at one or another of these storage plants because fueling a warship from a collier tied up alongside has some disadvantages and there has never been a system devised that fully satisfies the naval experts for coaling ships in the open ocean with the warship and the collier both steaming at a normal gait and with a heavy sea running.

If conditions are such that the plan can be carried out the naval officials would much prefer to use their fuel ships to transfer coal and oil from the point of production (or the nearest port) to storage plants and then have the warships repair as they need fuel to these supply depots where their needs can be served. To render it the easier to operate on such an arrangement, Uncle Sam has dotted the map with more than thirty fueling stations.

Making a Good Thing Better
Uncle Sam has a very tidy row of coal bins, but like a cautious householder preparing for a hard winter, he thinks it may be just as well as tuck away a little more of the precious against the coming of the time when you never can tell. Then, too, it has been necessary to provide storage for the fuel oil which will henceforth rank

with coal as a naval indispensable. Such oil tanks as the Navy Department has had at its naval stations have been more or less obsolete in design and have at best been located above ground. Latterly, it has been decreed that in order to defy gunfire all receptacles for oil must be underground reservoirs and so the government is "doing over" its old equipment and installing some new.

Our prize fueling plant, no doubt, will be the one now in the making at Pearl Harbor, Hawaii, that wonderful new stronghold in the Pacific whose fortifications are in a way the best thing Uncle Sam has done to date. A round million dollars is being expended on the fuel storage plant here at the key to the Pacific and when it is done more than 400,000 tons of fuel will be at hand as insurance against that sort of "famine" that is calculated to make a navy man shudder. However, Pearl Harbor, with its huge tanks, its steel trestles, its locomotive cranes, dump cars and coaling towers, is by no means the whole thing on the program of fuel "preparedness." At Guam and at Guantanamo, Cuba, our foremost naval rendezvous in the West Indies, hundreds of thousands of dollars are being expended this year for fueling plants replete with cement bins and all the latest trills and with oil tanks that are up-to-the-minute in design and construction.

Coaling Ships No Joy Ride
The advent of oil fuel has nowhere been acclaimed more enthusiastically than by the enlisted personnel of the warships. Coaling ship, be it explained, is no joy ride for the Jackies. To be sure, the ship's band plays all day long to hearten all hands, and its iron-clad rule that everybody aboard must "do his bit" for there is no shore leave on this joyous occasion, but all the same it is a wearisome and grimy job and flowing oil fuel through a pipe line is not only cleaner, but quicker than transferring coal from a lighter.