

OUR SONGS OUR SOLDIERS SING

They care more for trivial ditties, even facing death, than solemn, patriotic hymns. What's going to be the song hit of the border guards?



COMPANY TRIO AND CHORUS



CATHOLIC SOLDIERS KNEEL AND SING 'TE DEUM' AT MILITARY FIELD MASS

On August 13, 18 years ago ago, the American army of invasion moved forward from its base on the sandy beach before Manila and, a few hours later, the flag of Spain had floated for the last time over the Philippines. An incident of that day which still dwells in the memories of those who witnessed it—though it may have no place in the pages of history—occurred when a volunteer regiment, charging the enemy trenches, came suddenly under a heavy fire from a Spanish force concealed on its flank. For a moment, the regiment wavered. Quickly, however, it recovered, changed its front slightly and went on.

Brief though that period of hesitation was, there was time enough for the regimental band, still carrying its instruments, to detach itself, by whose order no one seemed to know, from a part of the line to the rear, swing sharply into the open, halt and begin to play. A fair target for the enemy's flanking fire, the musicians stood unsheltered and, calmly, at the word from their leader, broke into the familiar strains of the song of songs of that campaign—"There'll Be a Hot Time in the Old Town Tonight." Above the crack of the rifles and the deeper note of the artillery, the band made itself heard for a quarter of a mile along the American line. And the soldiers, pushing forward, answered with a cheer, caught up the refrain and, singing it as they charged, forced the Spanish line backward and captured the intrenchments.

It seems, in a way, to be a characteristic of the Anglo-Saxon fighting man to prefer trivial, tripping measures and a brisk, almost flippant liveliness in their battle songs to anything suggestive of stateliness, a marching rhythm, but, aside from that, whether it possesses any other virtue, the Anglo-Saxon soldier neither inquires nor cares. More than 100,000 American soldiers have assembled along the Rio Grande. No doubt, by common consent, on common impulse, coming, no one knows whence this army will adopt a "song of songs" of the campaign. It would be decidedly unusual if it did not.

"Yankee Doodle" is our heritage in the way of song from the war of the revolution. From the war of 1812, we have the "Star-Spangled Banner." From the Civil war our heritage is greater, and, unquestionably, richer. From the Spanish war, we must make the most we can of "A Hot Time." Singularly enough, though, there is very little recorded about the song sung most commonly in the Mexican war.

The soldiers of '46 marched and camped and fought to the words and tune of "Green Grow the Rushes." And for the adoption of that song, they had no more reason—sensibly speaking—than their fathers had when, in Revolutionary days, they lifted their voices in the lightsome measures of "Yankee Doodle." As a song, it answered their purpose, filled their need, came trippingly to their tongues and that sufficed.

The Civil war was more productive of genuine war songs than any other war in our history and, possibly, more productive in that respect than any other war in the history of the world. From it we have at least one real war song that measures up to the highest standards of campaign and war songs

"The Battle Hymn of the Republic." That, as everyone knows, had its genesis in "John Brown's Body." But what was the genesis of "John Brown's Body," is something that no one knows. It was first sung, so far as information runs, by the Twelfth Massachusetts regiment. And, it seems, those who sang it borrowed it from a campmeeting melody. As for the campmeeting melody, its origin is clothed in mystery. Possibly it came as a result of one of the queer musical inspirations characteristic of the old-fashioned campmeeting singing of antebellum days.

The popularity of the "Battle Hymn" was immediate. Already the army knew the tune—a tune singularly suitable for masculine voices—and it took quickly to Mrs. Julia Ward Howe's stanzas. A few weeks later, East and West, wherever the blue-coated soldiers of the North were in the field the new song was sung with an enthusiasm and fervor that were irresistible.

Words and music were both American, reflecting in a way that defies analysis, yet unmistakably, the soul and spirit of America, not only of the sixties, but of today as well. It was the first song of national significance, moreover, that was wholly American. "Yankee Doodle's" words were set to British music and, American though they were, many even in Revolutionary times refused to sing them because of the origin of the music.

But, if there is doubt about the British origin of the "Yankee Doodle" air, there is none about the origin of the tune to which Francis Scott Key's "Star-Spangled Banner" is sung. It is British beyond all question. In Baltimore, in 1814, "Anacreon in Heaven," despite the fact that it hailed from London, was the popular song of the day—as it was abroad. It is hardly the sort of song that would attain popularity in these ragtime days, but it struck the fancy at any rate of our forefathers, and Baltimore knew it well on that fateful September day when the British fleet opened fire on Ft. M'Henry.

Aboard the enemy ship Mindean, Francis Scott Key, a young American attorney, was forced to witness the 25-hour bombardment. In the twenty-fifth hour of the bombardment, the British commander suddenly issued the order to cease firing. It was dark, and, peer as he might, Key could not make out through the darkness whether the order came as a result of surrender or not. Only the coming of the dawn would disclose whether the flag still fluttered from

the staff of the defiant Ft. M'Henry. As the dawn advanced, he saw the flag still flying. He has made the world realize what the words of "The Star-Spangled Banner" mean to us. In the Civil war, both federal and Confederate troops had a wide repertory from which to select. On the northern side, for instance, the boys in blue could sing not only "John Brown's Body" or "The Battle Hymn of the Republic," but such songs as "When Johnny Comes Marching Home Again," "The Battle Cry of Freedom," "Tramp, Tramp, Tramp, the Boys Are Marching," "Just Before the Battle, Mother," "Babylon Is Fallen," and "Marching Through Georgia."

"Dixie," with "Maryland, My Maryland," was the favorite song of the confederacy. Of the latter, nowadays, we hear little, but "Dixie" is played as frequently as any other song of the stormy days of the Civil war and no less in the North than in the South. Indeed, its vigorous, impelling strains, wherever played, North or South, are invariably greeted with applause if not with cheers. No patriotic celebration, regardless of the Mason and Dixon line, is complete without it.

Southern troops were fond, also, of singing "Lorena," a song notable, as was "Just Before the Battle, Mother," especially for its note of plaintiveness. Certainly also neither is there any suggestion of martial characteristics. Both were the favorite melodies of soldier quartets and were distinctly camp songs.

"Dixie" can hardly be looked on as a war product. "Maryland, My Maryland," however, in words though not in music, was inspired by the great conflict. James R. Randall, a native Marylander, in 1861 was in Louisiana when word was received of the attack on Baltimore on the Massachusetts troops. That night, alone in his room, he wrote the words, and they were published a few days later in a New Orleans newspaper. A Richmond paper copied the verses and a group of Richmond young women, reading them, were impressed, and began to sing them to the German tune of "Tannenbaum, O Tannenbaum." So, like "The Star-Spangled Banner," this song of the Confederacy borrows its music from a foreign source.

Still no survey of the past, however comprehensive it may be, will serve to inform us what the new army, assembled on the border, will make its campaign song. The only thing so far evident is that the troops of '01 and '08 are slower than the troops of '61 and '68 in adopting and popularizing a song for the camp and for the march.

Manhood Alone Is What Counts

By J. G. HOLLAND.
Labor, calling, profession, scholarship and artificial and arbitrary distinctions of all sorts, are incidents and accidents of life and pass away. It is only manhood that remains, and it is only by manhood that man is to be measured. When this proposition shall be comprehended and accepted, it will become easy to see that there is no such thing as menial work in this world. No work that God sets a man to do—no work to which God has specially adapted a man's powers—can properly be called either menial or mean. The man who blacks your boots and blacks them well, and who engages in that variety of labor because he can do it better than he can do anything else, may have, if he choose, just as sound and true a manhood as you have, not only after he gets through the work of his life, but now, with your boots in one hand and your shilling in the other. There is very much dirtier work done in politics and sometimes in the professions, than that of blacking boots; work, too, which destroys manhood, or renders its acquisition impossible.

Aeroplane Has Outstripped Motor Car in the Rapidity of Its Recent Development.

"The aeroplane in its developed state would decide many of the problems we confront today, provided the plane were fitted to living conditions and commercial requirements," says a writer. "The war has perfected the aeroplane in this short time to a greater degree than the motor car was developed in any ten years of its growth." "Several years were taken to prove to the public that the motor car would run at all without a horse in waiting. Years were taken to educate the public to two cylinders as against the single, or to four as against the two. Years more were spent in educating the buying public and developing the six, and now we are preaching eight and twelve. It has taken years to develop the light-weight idea in motor cars. The public has held back the development of the motor car.

"The aeroplane, in contrast, has been developed by governments under war conditions. Motors of today for aeroplanes are of twice the horsepower of those used a year ago, while planes have been built up to 1,000 horsepower in five motor units. These machines land at under 30 miles per hour and travel well over a hundred in the air."

A Few Smiles.

The Mystery Explained.
"Why is it?" queried the stranger within the gates, "that so many of the men in this village seem to have an ingrown grudge against the minister?" "Well, it's like this, stranger," answered the postmaster, "he's been here for nearly fifty years and has performed the marriage ceremony for most of them."

Deserves It
"There goes a pious man." "Everyone says so." "A mansion is reserved for him in the skies." "I truly hope so. I overheard him just now in a real estate office pleading with his landlord to patch his roof."

Facts in the Case.
Said He—Were they divorced because of a misunderstanding?
Said She—No; because they understood each other too well, I believe.

Good Singing.
"This quartet is splendid." "Yes," answered the low-browed person. "It's great. I thought once or twice the bass was going to be a few seconds late with that comedy stuff, but he was right on time."

Ambitious Plans.
"Are you prepared to do anything for the heathen?" asked the mission worker. "I should say we are!" answered the capitalist, proudly. "We've sent some of our best salesmen to China, and I predict that in a short while hundreds of well-to-do Chinese will be enjoying rides in the best motor car made in America."

Her Stockings.

A tiny pocket on the side of a pair of silk stockings provides a place for carrying the handkerchief while dancing. This pocket is just a nice height above the ankle and on the outer side of the right stocking. Opal spangles ornament some stockings; others are decorated with beads or rhinestones, and for every variety we have the hand-painted stockings with stalks of blooming plants forming the "clocks" and gay butterflies fluttering over the instep. Imagine the truly poetic effect of three lace butterfly (with wings upraised so that they flutter bewitchingly) on the front of her stockings, one above the other, from instep to shoetop height! Of course, these are to be worn only with dancing slippers, or similar ones equally low.

What Women Are Doing.

Policewomen are now being appointed all over Germany. Many Filipino women catch and sell fish for a living. Woman agricultural workers in Spain number over 775,000. Female employees in California are allowed to work only eight hours a day.

Over 23,000 women are employed in the hardware industry in England. The more wealthy women of Turkey now discard their veils when receiving guests.

Nearly all the light machine work in the British munitions factories is carried on by women. Nearly 30,000 women are employed in the factories supplying the needs of the army in Germany.

Nettle Weed Supplants Cotton. In their quest for material which can be used as a substitute for cotton, German scientists have discovered that the troublesome nettle weed contains a long fiber which can be woven into a durable cloth. The difficulty to overcome was to separate it from the woody splinters which scratch and irritate the skin. An ammonia process was first used, but this was expensive. An inventor named Richter has now devised a water process by which the irritating particles are separated from the fiber, and considerable quantities of the nettle cloth have already been woven. It is nearly water proof, absorbs dye readily and is a coarse, strong cloth suitable for many purposes.

In the Sewing Room

A sewing room should have a good light by day and a convenient adjustable artificial light for work that has to be done late in the afternoon. A small chest of drawers or a dresser or chiffonier should be in the room to keep all the new materials or delicate trimmings which require protection from dust. Here, too, one can keep a supply of thread, needles, tapes, clamps, collar wire, finishing braid and all remnants of silk or chiffon that may be of use later on. Patterns should be kept in a box, hamper or bag, and should be looked over carefully at least twice a year. Buttons should be kept in separate containers. The floor of the sewing room should never be carpeted or covered. If not of hardwood, the floor should be treated to a couple of coats of green paint. If the windows have curtains they should be of a material to admit every possible bit of light. A cutting table with measurements is a necessity in a sewing room, and care should be taken that the chair to go with it is of the proper height. A low

PERILS OF NATURE

By DR. SAMUEL G. DIXON, Commissioner of Health of Pennsylvania.

Our streams, once undefiled by man, ran from the mountains to the sea in all of nature's purity. They ran through our valleys and meadows in all their pristine beauty and offered to all animate nature that which would innocently quench the thirst of man and beast and help them live. Today it is not so.

In that with which nature has endowed much of our territory more richly than many other countries, we now find lurking poison so hidden that in some cases it is to be seen only by the aid of the microscope.

In the season when we travel through the country to be happy and lay up energy and strength for the toil of the coming winter, the want of intelligence and care makes us deaf to the teaching of preventive medicine, and we quench our thirst at the stream we run across, regardless of its purity, and often the sparkling tumbler of water is only to be compared with the draught of the deadly hemlock. The parched lips have been moistened and the thirst satisfied, but

the day of judgment too often comes, bringing the development of typhoid fever which in years past we could only compare with some of the plagues that ravaged our ancient cities. Those of us who collect, tabulate and have ever before us the statistics that show the suffering and sorrow that still continue from typhoid fever, beg you to awaken to that which causes so much distress. By proper care it can be avoided.

Never drink out of an unknown surface stream. When traveling see that pure water is carried along, as well as food, otherwise the harvest of sickness and death will follow.

Boys Weaker Than Girls. In view of the number of men killed by the war, the result of a study now being made by an English physician is rather pessimistic as regards the future masculine supremacy of the race. For a period covering nearly five years his study indicates that the mortality of boys under a year of age has been from 123 to 125, as compared with 100 for girl babies. Notwithstanding the fact that at birth boys have the advantage of four to five ounces of weight over the average girl baby, they have less resistant power and are therefore less able to throw off disease. The reports upon babies born since the war are incomplete, but they indicate that while the number of boys born is considerably in excess of the girls, the number who survive their first year is so much less that there is no hope of the men of the next generation equaling the number of women.

Great Aeroplanes Nearly Done. The great hydroaeroplane ordered by Rodman Wanamaker for a flight across the Atlantic ocean is almost completed and the details of the greatest flight yet attempted in the world are now being arranged. The machine is the largest ever built. It contains six 12 cylinder motors of 300 horse power each. It can attain a speed of 100 miles an hour and carry six passengers. Its design includes a number of patents not found in any other machine, and it is confidently believed by those who are familiar with it that unless some unforeseen condition develops this hydroaeroplane is fully capable of completing the passage of 30 hours.

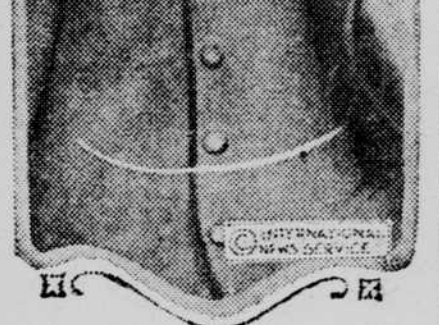
No Nervous Strain. Crawford—"The elephant sleeps only five hours out of every 24." Crabshaw—"Very true; but just stop and consider that the elephant doesn't have to attend lectures or the opera, listen to sermons or war talk, or lend an ear to some fellow's description of his newest baby or car, and you will realize that he has a pretty soft time of it, taken all in all."—Life.

SUNDAY GREATER PLAYER THAN COBB, SAYS VETERAN

Evangelist Could Run Bases and Field Better Than Ty, Declares Eagle-Eye Jake Beckley.

There's at least one ball-playing person who refuses to make it unanimous about Ty Cobb being the greatest ball player of all time. And that's old Eagle-Eye Jake Beckley, who played the game nearly as long as Nap Lajoie and is now an umpire, living in Kansas City. A quarter century ago old Eagle-Eye was in his prime, one of the hardest hitting first sackers the game ever knew.

"You can have your Ty Cobbs and your Benny Kauffs," Jake Beckley says; "I'll take Billy Sunday for my ball club right now, and I said the same thing back in ninety." "He's fifty-two years old today, but he's running bases and sliding every day in that pulpit just as he did back



Billy Sunday.

In the old days, if he'd stayed in the game Cobb never would have been famous. "He was greater than Ty Cobb ever dared to be in three departments of the game."

"Everybody thinks Cobb can run bases. I'd spot him a second against Billy Sunday and then watch Bill score first." "They think Cobb covers outfield territory. They should have seen Sunday in his prime." "And throw—say, he could throw strikes from center field just as easily as Tris Speaker."

"Batting was where Sunday was weak. But in another year or so he would have overcome that weakness. He was just that kind." "He had more fight in his heart than any man I ever saw."

Feeding the Sea. The rivers of the earth carry 6,500 cubic miles of water into the sea each year. This means a column ten miles square and sixty-five miles high.

ROAD BUILDING

MONEY FOR IMPROVED ROADS
Sixteen Million Dollars in Auto Fees Spent for Building and Maintenance During 1915.

(From the United States Department of Agriculture.)

Ninety per cent of the registration and license fees paid in 1915 by automobilists to the states, or \$16,213,387, was spent for the building and maintenance of county and state roads, according to a compilation just published by the office of public roads, U. S. department of agriculture. In all, 2,445,664 motor vehicles were registered in that year and their owners paid a total of \$18,245,713 for registrations and drivers' and dealers' licenses. This is an increase of \$5,863,700 over 1914, and an increase of 734,325 in the number of vehicles registered. Automobile fees now defray nearly 7 per cent of the total amount spent on rural road and bridge building, whereas in 1906 the income from this source was less than three-tenths of 1 per cent of the total expenditure.

The growth of the volume of fees and registrations is noted by the fact that in 1901 New York, the first state to require fees, collected only \$954. In 1906 only 48,000 cars were registered throughout the entire United States. By 1915, however, the number had jumped to the figure given, so that there is slightly more than one motor car registered for each of the 2,575,000 miles of road outside of the incorporated towns and cities.

The relation between cars and road mileage varies widely in different sections. There is only one motor car for every six miles of rural road in Nevada, but nearly six motor cars for every mile of such road in New Jersey. There is an average of one motor car registration for every 44 persons in the United States. Iowa apparently leads, however, with one motor car for every 16 persons, while only one for every 200 persons is registered for Alabama.

It must be understood, however, that the figures of registration do not necessarily represent a total number of cars, as some of the states do not require annual registration, others group pleasure and commercial cars and motorcycles in their accounts, while still other states do not require registration of motorcycles.

There is great inequality in the registration fees charged by the different states. The average for the United States was \$7.46. The state of Vermont, however, secured in 1915 a gross revenue of \$18.10 for each motor car, while Minnesota received only about



Patrolman Cutting Weeds on Road.

50 cents annually for each car. In Texas and South Carolina no annual registration fees are collected, the only requirement being a county fee of 50 cents and \$1 respectively for perennial registration. Most of the states, however, also levy annual taxes on motor vehicles and this adds importantly to the public revenue contributed by the owners of motor-propelled vehicles.

In the use of fees, however, there seems to be a general policy of applying the major part of the money collected from automobilists directly to road betterment. In 42 of the states of the Union all or the major portion of the motor-vehicle revenue must be expended for the construction, improvement, or maintenance of the public roads, or for the maintenance of the state highway department. In 20 states, all or the major portion of the net motor-vehicle revenues are expended by or under the supervision or direction of the state highway department. In seven states one-half to one-fourth of the state motor-vehicle revenues are expended through the state highway department, and the remainder by the local authorities. Many states, in addition to applying license fees to road construction expend for this purpose a large part of the fines and penalties collected from owners.

In the number of registrations New York state led in 1915 with 255,242; Illinois was second with 180,832; California third with 163,737; and Pennsylvania fourth with 104,137.

Wants Highway Commission. Texas, which is one of the few states without a highway commission, has been stirred to action. The next session of the Texas legislature is expected to pass a law creating a state highway commission in order to receive federal appropriations for good roads.

Cut Down Expenses. Transportation from the farm to market is one of the big items in the farmer's expense account, and the best way to cut it down is by building good roads.

Increase Team Power. Team power can be increased best by increasing the size of the horses rather than by adding to their number.

Plant Forage Crop. Plant a few acres to some good forage crop. If you can't get Sudan grass seed, then try alfalfa or sweet clover.

Deadly Foes to Turkeys. Dampness, lice and filth are deadly foes to young turkeys.

"WORTH A KING'S RANSOM"

Origin of Widely-Known Phrase Is Traced Back to Medieval Days.
The expression "king's ransom" has been traced back to the distant days when all murders were punishable by fine on a sliding scale, and even kings went cheap at from \$100 to \$200, a London Chronicle man writes. It is more probably a dim popular reminiscence of the heavy taxation of Eng-

land to pay the ransom demanded for our Richard Coeur de Lion when he was kept in captivity by some of our present enemies.

The expression "worth a king's ransom" more probably refers to that paid to a king. In early times, when armies received practically no regular pay, and the soldiers' reward was the booty taken from the vanquished, each soldier had a right to the bodies as well as to the goods of the prisoners he captured. The conqueror might slay his prisoner, sell him to slavery or

set him at liberty on payment of a ransom. But though it was the common practice in feudal times for the individual captor to receive the ransom for prisoners of low degree, those for princes or great nobles were always paid to the kings, hence a king's ransom.

A spring motor driving a flexible shaft enables the operator of a new motion picture camera to follow objects as readily as with an ordinary hand camera.

YOUNG MAN HATES ROUTINE

Hardest Thing to Get Used to When Youth First Goes to Work.
The hardest thing for a young man to get used to, when he goes to work is routine. We hate to be machines, because deep down in our hearts we know that something in us is superior to mechanism, even while we accept it. People today object to doing the same things over and over again in the same

way. In art this movement is called Futurism or Impressionism. In poetry it is called free verse. In politics and philosophy we call it anarchism. In religion it chiefly manifests itself in objection to form and ceremony.

We all want to be original. But we forget what "original" means. To be original is not to go forward at all. It is to go back to the origin of a thing. It is to be true to your real self. It is to trust that real self. It is not so much to let yourself go as to find yourself out. Going forward is a good thing.

We must progress or decay. But the all-important thing is to know in what direction, or on what lines, to progress. Perpetual motion is not progress. It is the earth's revolution around the sun that gives us the seasons, while yet all the time the earth seems to be motionless. So it may be when you seem to yourself to be standing still that you are really advancing.—Wallace Herbert Blake.

A condor can exist without food for 40 days and an eagle 20 days.