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FRETTING NAUGHT BUT FOLLY

But Many Sermons on the Subject
Have Failed to Convince People
of Its Uselessness.

In that doleful, delightful book, "The Education of Henry Adams," occurs a phrase, "the folly of fret," which is better than the usual expression, "the uselessness of worry."

Many sermons have been preached, many lectures delivered, many medical opinions pronounced, many household homilies uttered, on that theme.

The trend of applied science in our century is toward the reduction of friction and the elimination of waste.

And a big part of friction and of waste is worry.

We worry about the human machine.

We imagine that all sorts of dreadful things are about to happen to us. Our thoughts ought to be on our work—and they are diverted by our worries.

We worry about losing a position in business, or our standing in society. There would be less excuse for anxiety if we would spend the energy consumed in trying to do our work still better, trying to serve more satisfactorily the community we live in, striving to discharge the various and delicate offices of friendship with increased tact and perception and sympathetic selflessness.

Worry is quite another matter from a proper carefulness, that weighs a proposition and looks all round its object ere acceptance.

A man who investigates before he buys, who considers alternatives and who asks questions before deciding, who makes no leap in the dark, is not open to the reproach of one whose "folly of fret" merely leads him in frantic circles, like a tethered donkey. All his fuss and clamor issue in nothing but an ecstasy of motion and emotion.

Man power is too precious to be thrown away in these gyrations that are the pantomime of futility.

Give us more of the calm, big men who plan and then proceed.

They seem to have time. They do not operate in a flutter and the stock pen. They make up their minds and preserve their equanimity. Seeing them so cool and controlled, those who do everything in a panic on a nervous system try their best to excite them by telling them the house is burning down or the world is coming to an end.

But these quiet and capable ones are not deceived. They know that it is not for man to say when his own life or his own work shall end. In trust and peace they continue on their way—avoiding "the folly of fret" that victimizes and weakens other men.—Philadelphia Public Ledger.

Relics of an Extinct Race.

Relics of an extinct Indian race are being uncovered on the Santa Ynez river by a road construction gang under the direction of Ranger R. Forsythe of the Santa Barbara national forest. The discovery is at a point two miles upstream from the foot of the grade of the San Marcos road on the other side of the mountain.

One such relic brought in to Forest Supervisor Thomas B. Sloan's office was a matter of much speculation. It appears to be a piece of black soapstone in the shape of a cylinder about 1 1/2 inches in diameter and four inches long, with a half-inch hole the length of it. The relic is highly polished, and when first excavated was said to be of a softness that permitted scarring its surface. Exposure to the air evidently had hardened it, however, in a few hours.

Forsythe said two other relics similar to this one have been uncovered, and one of the bones of the forearm of a man also has been found.—Santa Barbara Press.

Some Exceptions.

Among the witnesses called in a trial in a southern court was an old dandy.

"Do you swear that what you tell shall be the truth, the whole truth and nothing but the truth?" intoned the clerk.

"Well, sah," returned the witness, shifting uneasily, "dis lawyer gemun kin make it a pow'ful lot easier on hisself an' relieve me of a mighty big strain ef he'll leave out anything about gins an' chickens. 'Cepting to dose, Ah guess Ah kin stick to de truth."—The American Legion Weekly.

No Joke.

Ex-Chancellor Day of Syracuse university, bewailing the high price of books, clothes and what-not, said at a dinner:

"Will this thing never end? I heard a story the other day. A charitable lady on a seashore boardwalk dropped a nickel in a beggar's hat. But the beggar returned the nickel to her, saying in not unkindly tones:

"Excuse me, lady; I don't want to hurt your feelin's, but I'll have to return this here nickel back to you. If we take less than a dime we lose our union card."

Manfield Uses Phonographs.

Appreciation of music is taught in the schools of Mansfield, Ohio, with the help of phonograph records. In the seven schools of the town there are 37 phonographs. The machines were paid for by the pupils' music club, which includes 600 boys and girls. Each school has a complete library of records and the phonographs and records represent an investment of more than \$5,000. A special textbook in music appreciation guides the teachers in this work, and the music supervisor of the town schools considers the teaching successful.

PULPWOOD

EMBARGO FACTS

(Continued from page 1)

Our mills have been closed down operations in their own country and are heading Canada with a fact which makes the situation of the Canadian Government in dealing with the forest situation of a criminal.

The argument also advanced by this journal that it would be as reasonable to place an embargo on wheat as on pulpwood is, to say the least facetious. Wheat is a crop of which there is a world surplus, while of wood there is a world shortage. Wheat can be raised in one season, while trees take from fifty to one hundred and fifty years to produce. The same newspaper asks why try to force the growth of the paper industry in Canada when, by natural processes it is bound to grow any way. Well, I ask in all seriousness, whether the "natural process" would not be to allow insects and fires to destroy and our increasing exports to diminish our wood supply to such an extent that it would not only be impossible for it to grow but under this "natural process" the industry will instead only too soon have to curtail.

The main reason for the disinclination on the part of the American paper manufacturer to move his mill to the Canadian side is patriotic. He prefers to manufacture our raw material in his own country, thereby giving employment to American labour, as well as increasing American taxes at Canada's expense and in this worthy cause he is being ably assisted by our Canadian Government. The newspaper further offers its gratuitous suggestion that "Mr. Barnum would be well advised if he were to confine his praiseworthy efforts to prevent the immense waste of Canadian forests by fire." My reply to this suggestion is that when I see the Liberal Government at Ottawa take the only action that will produce a large measure of immediate conservation of our forest resources without the expenditure of one dollar of the people's money, namely, by the simple process of passing the Order in Council prohibiting the export of unmanufactured wood, I shall then be ready to devote every moment of my time and every dollar at my command to an endeavor to prevent our appalling forest fire losses. But I fail to see any sound logic in expending time and money in protecting a wood supply merely so that it may be exported for the benefit of another country.

FRANK J. D. BARNUM

Montreal, September 24th, 1923.

LORD RENFREW UNABLE TO ATTEND VETERANS BANQUET

Sept. 27—Regrets that he would be unable to accept the invitation of the army and navy veterans association to attend their annual banquet, owing to having promised not to accept any public engagements on his western trip, was expressed by Lord Renfrew, on his arrival in Calgary, Tuesday afternoon from Banff. After a stay of about seven minutes at the Canadian Pacific Railway depot, the train was switched on to the south main line and Lord Renfrew and his party continued the journey to High River, arriving there at 7 o'clock and then drove to the E.P. ranch.

Lord Renfrew enjoyed his trip to the mountain resort very much. He is completely captivated by the Rockies and fairly fell in love with the golf links.

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1888

Alone From Uscilug to Milwaukee Via Canada



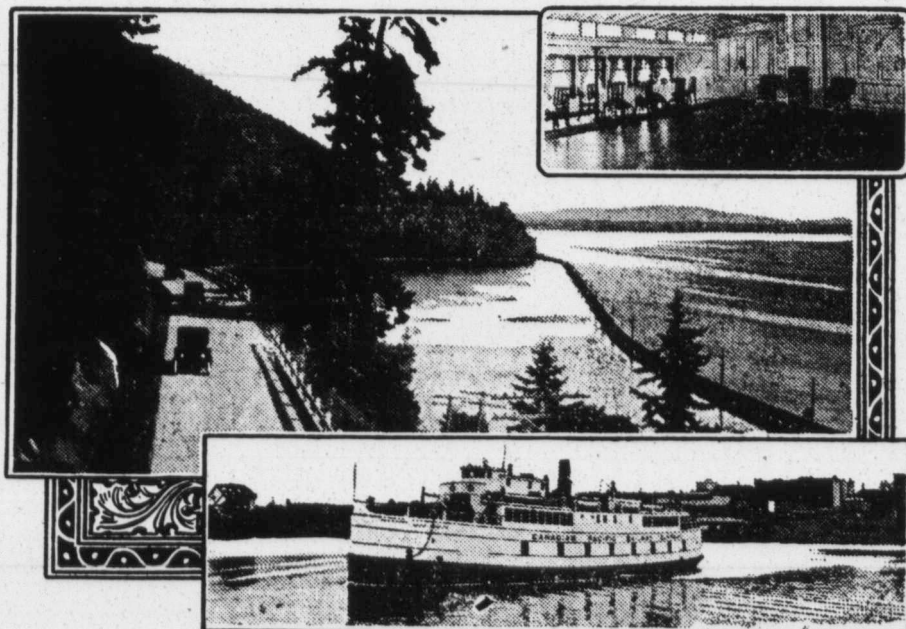
Eleven-year-old Polish Boy

Makes Long Voyage Alone.

TRAVELLING does not tire or trouble this little fellow. Though he does not speak any English other than two or three words which he picked up en-route, he travelled alone from his home at Uscilug on the Russia-Austrian boundary to Milwaukee, burdened only with a small valise and a sheet of tickets and immigration documents. Kech Herz is his name. Orphaned by his mother's death three years ago, he was going to his father in Milwaukee, who had made arrangements for his transportation.

When Kech arrived at Warsaw he was conducted by an agent of the Canadian Pacific Railway to Antwerp.

West Coast Motor Tour



1. The C. P. S. S. Motor Princess. 2. Chuckanut Drive, a link in the Pacific Highway. 3. Dance floor on the ferry.

NOT only have Bellingham, Wash., and Victoria, B.C., been brought into closer connection and more friendly relations by the recent inauguration of a ferry motor transport service by the new Canadian Pacific "Motor Princess," but western tourists as a whole have been provided with a new route to the Capital City of British Columbia, and one that has the alluring charm and refreshing diversion of a three and a half hours' water trip. The new water route for touring motorists from the mainland to Vancouver Island forms the base of a triangle which provides a circuit tour from Victoria through Nanaimo and Vancouver and via the beautiful Pacific Highway through New Westminster and Bellingham to Oregon and Washington destinations. This tour takes one through some of the most beautiful scenery on the continent. Exhilarating sea breezes are enjoyed along the whole route, which is through country the climate of which is so delightfully

equable, that the semi-tropical foliage is pleasing to the eye and fragrant the year round.

In addition, the ferry links the wonderful roads on Vancouver Island with the California Bee Line, the western arc of the great 6,000 mile circle tour which embraces twelve national parks in the United States and three in Canada, and of which the Banff-Windermere Highway through the Canadian Rockies, to be officially opened on June 30th, forms one of the most delightful parts.

The ship which has made this Mainland-Island-Circle tour possible was specially designed for the service and possesses many distinctive features. She has parking space for 50 automobiles on two decks and accommodation for 250 passengers. A saloon, smoking room, restaurant, dance floor and deck spaces for promenading have been fitted up for the convenience of the travelling public, and the vessel is equipped with twin diesel engines which ensure a speed of 14 knots in all weathers.