

IN EVERYTHING GIVE THANKS,

By MRS. MARY B. WINGATE.

We thank Thee, O our Father, For all Thy tender care, And ask that we may ever Thy gifts with others share.

Thanks for the highest blessings Thy matchless love has given, Faith in the world's Redeemer, Hope of a home in heaven.

Thanks for the disappointments That oft our hopes assail; They teach us to look forward To joys that cannot fail.

Thanks for our common blessings, The friends that cheer our way, The joy for them to labor, 'Tis sweet for them to pray.

—Christian Herald.



A Thanksgiving Message by Sallie Gamberlin

Mary Acker sat on the foot of the bed, her hand-book on her knee, a pencil between her fingers, and a frown on her low, broad brow.

up-bringing rebelled. A hotel dinner on Thanksgiving Day; a show instead of a quiet evening with relatives and friends around the family hearthstone.

"Oh, dear, what's the use of living in a city and being nobody—because it takes a million to be somebody?"



—A. H. Cooper, Illinois, in Leslie's.

She hung down the pencil and the book, reached over to the bureau, and she studied the reflection in the mirror. "Yes, she was pretty! And she didn't need a mirror to tell her so."

"It is so cheap," she sighed to herself, as she thought of the factory-made silk gown and the ready-to-wear hat at which she had looked.

Another thing that bothered her was the fact that she could not forget the imitation jewelry Goldman wore, and a certain obnoxious brilliancy that she had noted at times in his eyes.

She was still debating the question when a knock sounded at her door. The maid handed her a bulky express package addressed in her father's stiff, irregular handwriting.

"Dear Daughter—I reckon you can get pies in Boston, but not the kind your mother makes. We are sending you this, thinking perhaps you might give some of your girl friends a treat on Thanksgiving night, and wishing

WHO'LL GET THE THANKSGIVING DINNER?



—Lite.

you could spare the money to come home for the Thanksgiving dinner. Maybe another year you can do so. Of course we know it costs you an awful lot to live in town, and things have not gone very well on the farm this year, so we can't afford to send you the money.

Mary read the letter through twice. Girl friends! She had none. She hardly knew the people in the house where she boarded. She thought of the seventy-five dollars in the bank. What had she been saving it for?

All of a sudden she seemed to see her mother in the big, cheerful kitchen, singing over the preparations for a Thanksgiving dinner. But would she be singing with a daughter far away from her in a strange, lonesome city? No, they did not look on her as being lonesome; no doubt she was having a very good time, for Mary had always kept up appearances in her letters.

"Jim Coleman bought Deacon Wilson's store at the Corners. He's fixing it up in good shape, and they say that Myra Wilson's going to stay and clerk for him."

It was 4 o'clock the next day before she thought of him again, she had been so busy with her preparations to leave town. Now she hurried to the telephone.

"Oh, Mr. Goldman," she exclaimed as she heard his voice at the other end of the wire, "I am going home for Thanksgiving, so I can't take dinner with you to-morrow night."



The rebuke fell on heedless ears. Mary's next visit was to the telegraph office. She wrote three messages and tore them up. The final one said: "James Coleman, Newton Village: Send word to mother I'll be home for Thanksgiving and always."

"Myra Wilson, indeed," she murmured, as she made her way to the superintendent's desk to hand in her resignation. "I guess I can give her pointers on clerking."

The train slowed up at Newton Village. As she sprang from the steps of the car the figure she was looking for loomed up in the keen November twilight.

"Oh, Jim!" was all she said, but the man understood, and as he tucked her into the sleigh he looked straight into her eyes.

"I reckoned if anything would bring you back Thanksgiving would." She bent forward so that he could hardly catch the words:

"But it wasn't Thanksgiving Day, Jim, it was—you."—McCall's Magazine.

Thanksgiving Day. New Year's Day we share with all the world, and Christmas and Easter with all Christendom. The Fourth of July is emphatically our own day, but it is purely patriotic in its significance.

There are plenty of people abroad, and some at home, who do not believe that our people are eminent for religion or domesticity. But they are. And one evidence of it is this very day of annual observance. It may be quite true that a great part of the population does not go to church on the last Thursday of November, and it is evident that much of the day is devoted to football and other outdoor sports.

Religion has always been a great power in American society—a fact sometimes lost sight of in the multiplicity of religious bodies; it is sometimes supposed that mere denominational partisanship takes the place of real, deep religious feeling. This is not so. No people in the world are more strongly moved by religious feeling in distinction from religious ceremonial and religious habits, and to no people is it more natural to give thanks to God for national and individual blessings.

Mr. Taft has indicated clearly enough in his speeches what his message will be. It will recommend an unusually long program for Congress and one that is likely to revive a good deal of the hostility shown to the Roosevelt Administration on the score of the railroad rate question.

Mr. Taft will recommend a court of five members in order that when the Interstate Commerce Commission shall decide a rate is unreasonable a reasonable rate may be made at once, with no appeal on the part of the railroads except to the Supreme Court.

There will be also a recommendation of a tribunal that will pass on how many bonds and how many shares of stock every interstate railroad may issue, to prevent the watering of stock. At one time the President said: "This is important, because when you water stock you only do it to deceive people and get them to pay more than the stock is worth."

To further expedite the work of making railroads obey the law, the President will recommend a reorganization of the Bureau of Corporations, the Interstate Commerce Commission and the Department of Justice that the three may work progressively and not be stumbling over one another, as they are under the present system.

Further, Mr. Taft said, it is wrong because it builds a false foundation on which to reckon what reasonable freight rates are.

The President will not make any recommendation for monetary legislation, leaving that to the next Congress. A commission government for Alaska will be recommended. It is the result of his experience in the Philippines and, as Secretary of War, the guardian of Cuba.

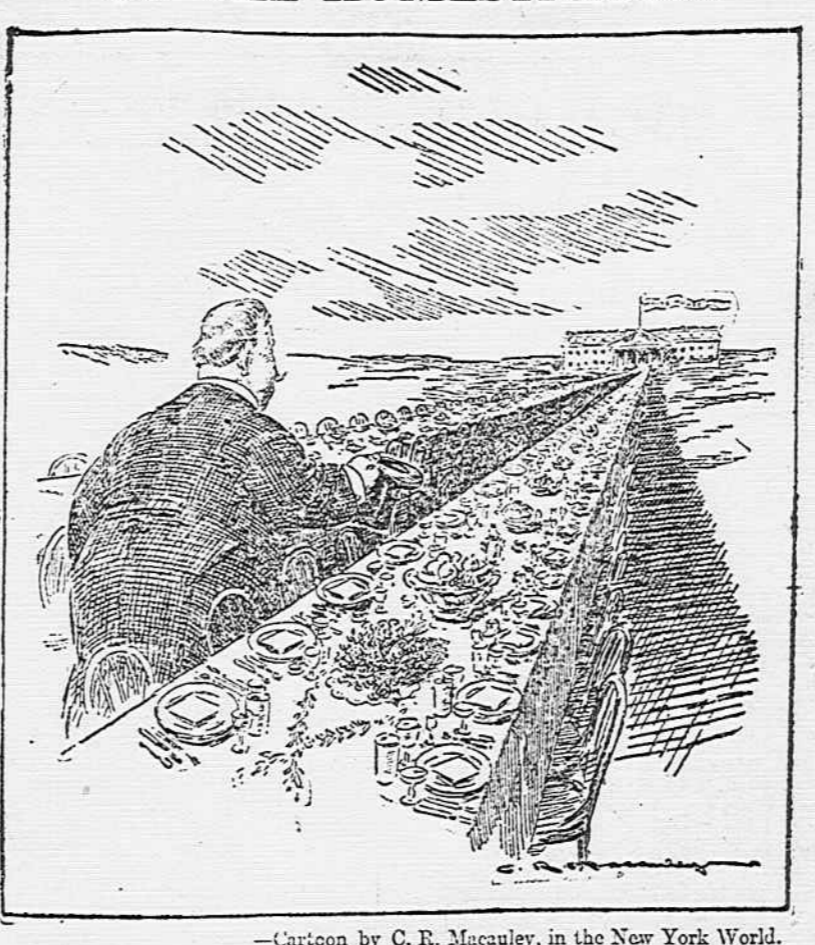
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Mr. Taft has expressed himself in favor of a central bank to handle the finances of the country, but the details of the plan have not been worked out, and no one is mere open to argument and conviction on the subject than the President. There is no likelihood that it will be a part of the message to the December session.

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ON THE HOMESTRETCH.



—Cartoon by C. R. Macauley, in the New York World.

OUTLINE OF PRESIDENT TAFT'S ANNUAL MESSAGE. Roosevelt Policies to Be Commended to Congress and Corporations the Chief Topic—Better Anti-Trust Law, Railroad Rate Court and Anti-Stock Watering Plan to Be Recommended—Conservative Regarding Mississippi—Commission Government For Alaska.

Augusta, Ga. —The keynote of President Taft's message to the coming session of Congress will be this statement:

"This Administration was elected on a platform that we proposed to carry out the policies of Theodore Roosevelt, and we propose to keep that promise."

The President reserves to himself the right to decide what those policies are. He has said in public addresses that he, more than any other man, perhaps, had been in a position to know just what Roosevelt did or did not believe.

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exempted from the operation of the law, but the effect of the amendment, he admits, will be to put labor outside the law. Under the present statute it has been decided by the Supreme Court that boycotts are a violation of the Sherman act.

The President's position on the subject of honesty in business is as summarized by himself: "It takes some time for a series of courts to make a decision which shall be plain to the business world. But we are going on with this anti-trust law, and if we amend it as I suggest we shall draw the lines closer and enable men to know what is legitimate business and what is not."

Postal savings banks will be urged. President Taft will recommend continuation and extension of the conservation of national resources and reclamation of arid lands. He will say that these subjects include also retention of control over the water power sites by the Government, so that it may regulate rates charged for the power furnished, and retention of control of coal, oil and phosphate lands, that the Government may prevent the use of those lands by monopolies.

On the subject of waterways the message will recommend continuance and extension of harbor work, such as the San Pedro Harbor, on the California coast, but his recommendations for work on the inland waterways will be most conservative. The President saw a lot on his trip down the Mississippi River, but his conclusions did not encourage the inland waterways boomers, who went to great expense to show the river to him.

Regarding the Mississippi the President will go no further in the next message than to recommend continuance of the protection of the banks at the bends, where the current is constantly cutting. Outside of that it will be the position of Mr. Taft that no improvement shall be undertaken until engineers have approved its feasibility and have estimated its cost and, in addition, it has been demonstrated that after the millions of the Government have been spent the project will be worth while—that is, that the commerce will justify the expense, and that the shippers will not desert the river for the railroad the first time the latter cuts rates. All those conditions fulfilled, the President will state he is in favor of the Government issuing all the bonds necessary and completing the work that it has decided, carefully, to begin.

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HELIGOLAND.

The North Sea Sentinel of Germany.

Heligoland, where the German fleet has now gathered for manoeuvres, snarls the entrance to Germany's two greatest ports, and is probably that one of her possessions which she regards with most complacency as having been obtained from England for the asking. Not, of course, that it would have been wise to neglect the opportunity of healing of what was an open sore even though we received in exchange for it a perfectly illusory compensation, which was really not Germany's to give or withhold—the suzerainty of Zanzibar.

But although Germany obtained this beautiful and useful island so easily and cheaply, she does not hold it the less dear for that. She is fortifying it—has indeed fortified it—after modern ideas, so that it will indeed be a formidable obstacle in the way of any Power threatening the approaches to Hamburg and Bremen.

What, however, will strike an impartial observer most forcibly in the contemplation of Heligoland to-day is the marvellous way in which it has become completely Germanized in the short space of nine years. I am afraid that this argues a neglect of the island when Britain owned it, and yet it may not be so. For self-contained little communities like that of Heligoland and Malta have a way of preserving their individuality in some important respects and of imitating their overlords in others that is not easily to be explained.

How very few, indeed, of the Maltese in Malta speak English! A very bad patois of Italian and the ancient Phoenician are their colloquial media, and the parallel holds exactly in Heligoland, where English is practically unknown; the better classes speak German, and the bulk of the population a patois of their own, which is akin to the ancient Frisian. Under German rule, however, Heligoland has prospered, has been made to feel that its circumstances could not fail to be bettered by its inclusion in the mighty German Empire; and although the conditions of individual freedom are certainly far less easy than they were, there are no signs that the people resent this change.

A cynic might say that they dare not, but, given a sympathetic listener, the individual who feels the shoe pinch seldom fails to air his grievances. And I find that while there is a slight sentimental regret for the British flag manifested by those who were born under it, such a feeling is entirely outweighed by the pride they take in the position occupied by Germany among the nations to-day.

The comfort, yes, prosperity, exhibited by the islanders is very marked, especially in comparison with the islands of the Netherlands, which, like Heligoland, gain their livelihood by fishing and the money spent by visitors during the summer. There are no beggars here and no appearance of either poverty or squalor. All men, women and children are well dressed and appear to be well fed, also to have an air of independence that sits very well upon them.

This is shown also by the great number of large, well built fishing boats lying upon the strand and anchored between the two well built piers, a number out of all proportion to the tiny population of 4000. Fishing is a really prosperous industry here, the fishermen's gains ranging between five and ten shillings a day each, and in the summer, when, as most seaside visitors know, coastal fishing is suspended by the working of natural laws, which draw the fish off into deeper water, there comes the great influx of visitors. Their numbers average 30,000, and where on earth they are all bestowed seems a mystery, although no doubt it is easy of solution to the trained caterer for the wants of seaside visitors.

There must be something extremely fascinating in a place which without any natural advantages, such as are possessed by Jersey and Guernsey and the Isle of Man, for instance, can draw so large a concourse of people to face an open sea journey of thirty miles in comparatively small steamers, if they come from Cuxhaven, while if the whole journey is made along the Elbe from Hamburg it takes from seven to eight hours. All the amusements add recreations, save such as the modest Kurhaus affords, belong to the sea. There are no gardens or recreation grounds, and the one pier, as distinguished from the unfinished breakwater, is just a pier and nothing more; there is not even an efficient shelter upon it. And the walks are severely restricted to a few hundred yards, unless the visitor be energetic enough to climb a great many steps up to the summit of the red rocks. There he will find a magnificent view over the North Sea on every side, but he will also find it well, especially if a stranger, to read most carefully the notices which abound, to refrain from carrying a camera or making notes of however innocent a nature. Neglect of these simple precautions is certain to land him in serious difficulties, from which, if he is an Englishman, he will find it difficult to extricate himself, even with much loss of time, money and temper.

For it cannot be too widely known that the doctrine of British citizenship in the sense that it was once understood is now entirely inverted. Should the visitor to foreign lands or even the United States imagine that the statement of his being an Englishman is likely to help him in any difficulty with the authorities, and act up to that idea, he will receive such a lesson as will last him the remainder of his life.

It is perhaps hardly necessary to say that the notices I refer to above are for the purpose of warning every one not entitled to an entry away from the fortifications, that the infringement of any of the prohibitions is unthinkable, and the penalty immediately forthcoming. The German military and naval organization is nothing if not thorough, and has no more use for mercy than it has for carelessness.

To descend from Heligoland to the mainland, I would suggest that the visitor should take the train to the station at Hamburg, and from there to the station at Berlin, and from there to the station at London, and from there to the station at New York, and from there to the station at San Francisco, and from there to the station at Honolulu, and from there to the station at Manila, and from there to the station at Cebu, and from there to the station at Singapore, and from there to the station at Batavia, and from there to the station at Calcutta, and from there to the station at Bombay, and from there to the station at Madras, and from there to the station at Rangoon, and from there to the station at Yokohama, and from there to the station at Kobe, and from there to the station at Osaka, and from there to the station at Tokyo, and from there to the station at Peking, and from there to the station at Hankow, and from there to the station at Shanghai, and from there to the station at 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