

My First Trip Abroad.

AUTOBIOGRAPHY.

By Rev. L. M. Colfelt D. D.

In the summer of 1881, after an illness, I joined the throng of Americans seeking recreation and health amid the fresh scenes of Europe. I cannot dwell upon the details of the passage from New York to Southampton on a North German Lloyd steamer with any personal enthusiasm. "Life on the ocean wave" may be a beautiful thing, a song but to us, tumbled up and down the pitchings and tossing of the vessel, dreadfully sick and loathing things generally, it was a wretched reality. And yet all the impressions of a sea voyage on the German steamer were not those of tobacco smoke and villainous smells. A few days out, in the north-eastern sky, the night was made brilliant by a comet, the most vivid for twenty years, that phenomenon among the stars which science has never explained. But it needs no addition of cometary glory to make the night at sea solemnly grand. The great ship goes plunging through the fitful shadows, panting and straining as if in battle with the waves that smite her prow vainly endeavoring to drive her back. What beauty, of colors, notwithstanding the night! The stars seemed to tremble in the undulating light, the blades of the propeller threw up and back a shower of brilliant flashes, and in our wake was the long line of phosphorescent light. White stars as the "Milky Way" strewn and bediamond the infinite spaces overhead, fitting clouds give sombre touches to the scene; while over all, the moon rides in her gentle glory, letting fall her rays on certain waves in a strain of purple—all varied by the gasses and strange reflections which the vapors of the air and the changes of the ocean give to the night of weird enchanting beauty on the great deep. Strange thoughts leap from the recesses of the brain as we look up into such a heaven. Why is my own being so dark to me when the very worlds of brute matter flame with splendor? Why is not the horizon of my own thoughts as vast as the horizon before me? Why is not my own reason clear as the moon and radiant as the stars? With an infinitude above the Spirit, an abyss beneath, a rim of mystery all around, is there any escape from Agnosticism—from helpless surrender to the Unknowable? Nothing but the few words, which fell from the lips of the Nazarene calling the human soul to a faith, sublime in its simplicity and its abandon here and prophetic of immortality hereafter.

The voyage was further enlivened by the sight of a school of whales five in number, disporting and spouting in full view, taking no note of the modern leviathan so near them. But not all the demizens of the deep are so devoid of curiosity as the whale. When 400 miles from the English coast, the whole ship's crew, the captain and the passengers were shocked out of all stoicism by the appearance in the distance of the tiniest vessel probably, that ever crossed the Atlantic. It was a infinitesimal schooner, 16 feet long, with one sail and the American flag at the masthead. Two men sat in the stern with no more room than merely to steer the miniature boat and certainly not enough to stretch lengthwise. The captain ordered the great ship to stop and hailed "Ship Ahoy! Whither bound?" "From London to New York" was the answer. The two men refused all offers of assistance with a sang froid that was truly American, merely asking if we had any mail for New York! Meanwhile a great white object was plainly perceptible, following. It was a man-eating shark, almost as large as the boat itself! On the captain's calling their attention to it, the men asserted that it had followed them all morning. Curiosity, doubtless allied with a lively anticipation of a meal. The captain swore roundly at the temerity of the men and ordered the great engines started. As that minnow of a boat parted from us, with its two audacious Americans bound for New York in the stern, now appearing on the crest of a wave and then disappearing in the trough of the sea, plainly followed by the curious man-eating shark it stamped itself upon my memory as the most thrilling sight it was ever my lot to behold in many voyages across the Atlantic.

And now we drew near to the English coast and caught the sight of the white surf leaping back from the cliffs. Sweeping by the Pentland hills among which William Penn planted his residence on returning from Pennsylvania and steaming along the fair Isle of Wight until the lights of Southampton glimmered in the distance, we weighed anchor, with thankful hearts, in the broad harbor.

SOUTHAMPTON.

The city of Southampton bears evidence of its ancient historical importance. In the midst of busy streets are curious relics of old walls, battlements, double ditches and watch towers. The broad, open bay presented from the earliest period, an inviting anchorage and favorable base of operation for the sea-kings and marauders. Here the Romans landed and Southampton Harbor is supposed to be the Antonia of Tacitus. Hither the fierce Danes came and committed dreadful ravages in the 8th and 9th centuries. In the bay, attacking fleets of the French oft rode and English transports rendezvoused for the carriage of troops to France in the wars waged with varying fortunes in the 14th and 15th centuries. Thence the army embarked for the fight at Agincourt, here also Kings and Queens, Charles V, Edward IV, Philip of Spain and Queen Elizabeth met to treat and decide the destiny of nations in those troublous times.

The bar gate crossing the principal street of the town still remains en-

tire. It is a semi-octagonal arch terminated at each extremity by a semi-circular tower. On the north front of the towers are two figures representing the famous hero of romance, Sir Bevis, of Hampton, and the giant, Ascabart, whom he slew in single combat. Sir Walter Scott, quoting from an ancient manuscript copy of the "Romance of St. Bevis" alludes to Ascabart in the first canto of "Lady of the Lake." Ellis gives the modernized version of the same passage in his "Specimens of Early Romances."

"The giant was mighty and strong And full thirty feet was long He was bristled like a sow A foot he had between each brow His lips were great and hung aside His eyes were hollow, his mouth was wide Lustily was he to look upon than And liker a Devil than a man. His staff was a young oak Hard and heavy was his stroke."

On this, our first Sabbath in England, we entered the Cathedral of Southampton and joined in the English worship. If we found the service of the English Church somewhat affected in the great cathedrals such as St. Paul and Westminster, the reverse was the case in the smaller cathedrals and churches. The common people entered with evident earnestness and reverence into the worship of God and there was something very impressive in the ancient ritual of the Established Church and in the thought that the humble woman by my side was repeating the prayers and chanting the songs in which her father and mother before her and forefathers generations before them worshipped the Most High God. There is a hoary grandeur about the worship of the ancient days in an old English church very restful to the soul after coming from the midst of a bustling world with all its innovations and mutations.

The Rector of the cathedral and the Preacher of the day, the son of the great emancipator, Wilberforce, gave the people a most evangelic discourse upon the theme of "Conscious Pardon the Inspiration of Christian Love." "Whether of the twain will love him most? He to whom he forgave most." He emphasized the necessity of a solid point from which to rise and ascend into the Kingdom of Heaven. That point, that firm rock is the righteousness of Christ. This righteousness is perfected, God is reconciled. Everything is done yet everything remains to be done. That redemption must be appropriated by you, by me, by all. It is the appreciation, the personal appreciation of the forgiveness of Christ which constitutes salvation—is regeneration on the new birth. This Redemption by the vicarious sacrifice of Christ is sufficient for all. Upon my personal appreciation and appropriation of this redemption it is efficient for me. Thenceforward the sense of forgiveness inspires and perpetually feels the love of the soul toward the Forgiver. That love blinds the soul in personal devotion to Christ, inspires on a human scale his divine sacrifice, and works in this and the future state the similitude of Christ's sanctity and glory. Such is the dim outline of the simple yet profound gospel discourse which fell from the lips of this worthy son of his great father, the orator than English preachers were found to be, it was not strange that he was Canon of St. Paul's, London as well as Rector of Southampton. There was an absence of all convention in the preacher, an avoidance of theological terms, an intellectual honesty and manliness withal that, but for the surroundings we would have taken the preacher for a nonconformist and the sentiments befitting a Moody evangelistic service. Indeed with all the pomp of ritual and all the rigidity of the State Church of England there is perhaps more independence among her ministry than in any similar body in the world. Not dependent for a living upon their parishioners, they need not trim sentiments for the popular ear. It is an independence capable of the best result in the hands of an earnest God-loving man. Thus the Church of England carries within her organization the greatest rigidity in her ritual and the largest liberty in her pulpit of any sect in Christendom.

Bad Weather of 1926 Expensive.

New Haven, Conn.—The inclement weather this year has cost the United States \$600,000,000 and that of last June more than \$100,000,000 alone, Prof. Ellsworth Huntington, research associate at Yale university and meteorologist, said here. This astonishing loss never was realized by the populace, however, because they were "still extraordinarily stupid," Professor Huntington added.

"Ever since the earliest men began to think," he said, "they have known that their happiness depends to a considerable degree upon the weather. "Nevertheless, even in our day, we still have only the crudest conception of just what the weather is doing to us. The relationships between the sun and the weather and between the weather and the crops, and between crops and general circles of business are very complex.

"A solar condition which brings prosperity in one region is almost certain to bring calamity somewhere else," he explained. "When one region has unusually warm weather others may be cooler than normal; when one region is unusually stormy or rainy others are practically certain to be free from storms and to suffer from drought.

He pointed out that the financial panics of 1837, 1874 and 1893 came after several years of low rainfall over a wide area. He also said a short overly hot spell would take more than the usual number of lives. He valued each life at \$7,000, and showed that these warring heat spells had a very definite effect upon financial equilibrium.

—In order to see which side of your bread is buttered, drop it, and the side that hits the carpet is it. It has repeatedly been tried and never failed in a million rugs.

Hydrated Lime Will Waterproof Concrete.

Washington, D. C.—Every builder recognizes the necessity of watertight basements, cellars, and floors and every owner of a building of a home has a right to demand a watertight structure, asserts the National Lime Association in explaining that water is one of the worst enemies of good concrete construction. Too much mixing water means weak, porous concrete, and too great a variation in the moisture content of the concrete after it has hardened causes cracks, continues the statement of the association, which adds:

"The best way to make concrete watertight is to add hydrated lime to the mix. It is also the cheapest method. The results are permanent and satisfactory in filling, with high workability and uniformity, freedom from segregation and cracking, high strength and pleasing color.

"Engineers now know that the stresses due to moisture variation are greater than those due to temperature. Hydrated lime keeps the moisture content uniform, avoiding internal stresses and cracking. It is the standard waterproofing material. Its use by leading architects, engineers, and contractors throughout the country testifies to its reliability and continuing effectiveness. Its cost is offset by the increase in workability and the decrease in handling expense.

"While void filling is well enough as far as it goes, there must be no porous areas like stone pockets, bridges, and honey-combs. The addition of lime prevents them, for lime makes concrete so workable that every

corner of the forms is sure to be filled. All steel, even in the most intricate reinforcing, is completely and uniformly imbedded in dense and homogeneous concrete, thereby preventing rust.

"Concrete containing lime is placed with less water than concrete without lime. The natural smoothness of the lime is imparted to the concrete and it flows down the chutes in a uniform and stiff but plastic mass, without clogging and without segregation. There is no need for the man at the mixer to flood the concrete in order to wash it down the chute and into the forms.

"There is abundant laboratory proof of the value of hydrated lime in making concrete watertight. Tests conducted independently by universities and laboratories of high standing agree in their results and verify practical field experience. Field tests show that lime makes all batches uniform. Also, field tests of concrete containing lime show that it is unusually high in strength; often higher than plain concrete. This is due to better mixing and placing, greater uniformity and density, lower water content and better control. Uniformity means a safe job from start to finish.

These Modern Twists.

Police Chief: "What! You mean to say this fellow choked a woman to death in a cabaret in front of two hundred people, and nobody interfered?"

Cop: "Yes, Cap, everybody thought they were dancin'."—Fetter Clippings.

—Subscribe for the Watchman.

Fatality to Every 293 Cars.

American streets are day by day getting more perilous for pedestrian and vehicular traffic.

A report to Secretary of Commerce Hoover by the National Conference on Street and Highway Safety, disclosed that in 1925 there was one automobile fatality to every 293 registered machines.

More than 21,620 persons died in accidents in which automobiles alone figured, including accidents in which motor cars were involved, but which were charged against railroads and electric lines 26,627 persons met death. Motor registration was given as 19,954,347.

While figures are not yet available for this year estimates for motor fatalities are at a higher figure than in 1925, and indicate that the death rate has been higher.

Further Aid for World War Disabled is Reported.

Representative Kirk has introduced a bill in the house which provides further aid to disabled veterans of the World War. The bill proposes that any disabled veteran whose income is less than \$75 per month, shall be entitled to compensation provided by the law, whether the disability was of service origin or not.

Fable for Dentists.

"Doctor," said the patient to the dentist, "I haven't a single decent excuse to offer for neglect of my teeth. I have had plenty of time to spare to have them attended to, no sickness in my family or press of business to keep

me away from your office, and no lack of money to pay for the work. The truth is, I am just a plain, miserable coward."—Life.

Grange to Broadcast at State College.

Many attractive features have been arranged for February broadcasts from the radio station at the Pennsylvania State College, including a farm and garden program each Monday night at 8 o'clock that will be of interest to residents of rural communities. It is estimated by the State Department of Agriculture that almost 28,000 farmers in the State have radio receiving sets and it is for this audience, and the town back-yard gardeners that the college provides timely suggestions through its radio station, WPSC. The Penn State Grange, composed of agricultural students, will give a special program on the evening of February 14. They will provide all entertainment and lectures for the occasion.

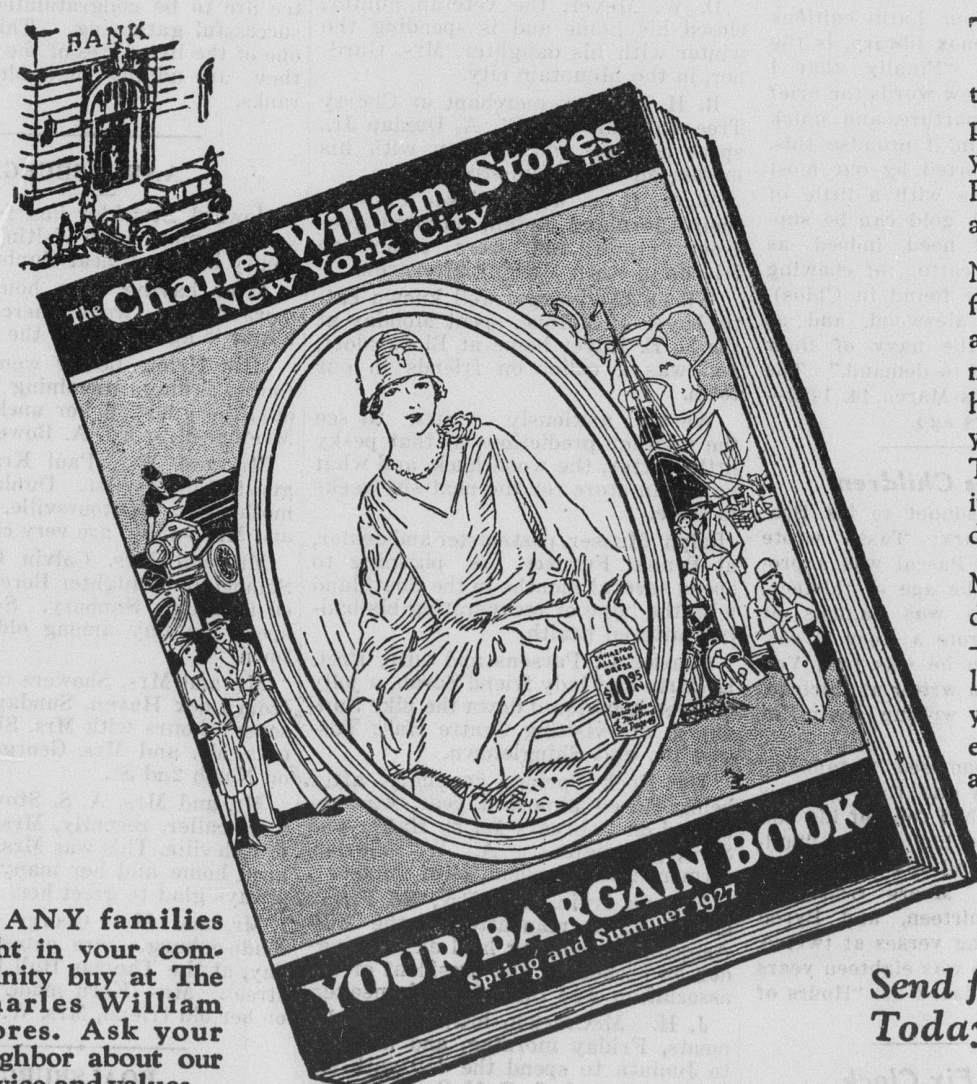
United States far Behind in Aviation.

France and England are leading in aviation according to a specially prepared report delivered by the navy intelligence office to the House naval affairs committee.

All the great powers, except Germany, are committed to huge air service programs. With the completion of the authorized five year program scheduled to be under way this year, the report shows the United States will move up with the world's leaders. This would give the army and navy more than 3,000 airplanes. At present the army and navy have 926 ships.

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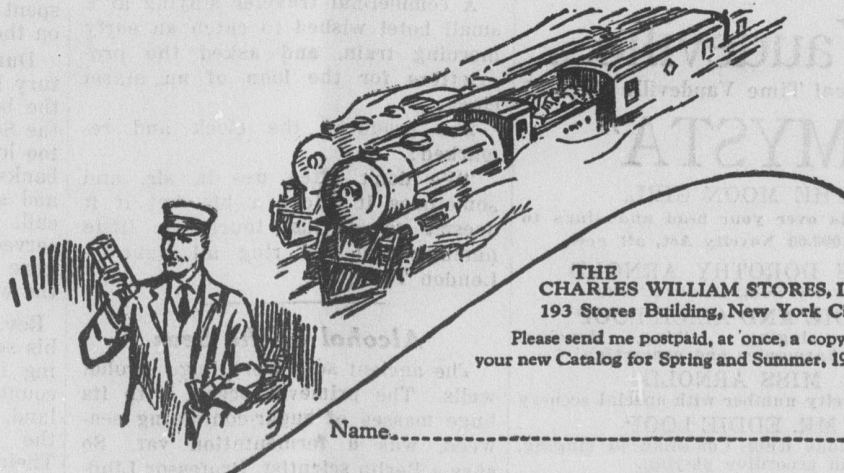
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