

IDEALS, AIMS OF ROTARY CLUB TOLD IN TALK BY DETROITER

In one of the best talks ever given before the Birmingham Rotary club here Monday noon, Richard "Dick" Harfst, general manager of the Detroit Automobile club, took his listeners over the byways of life and showed them how, by applying Rotary's doctrine of "service above self," their lives would be filled with an abundance of material things, and their souls encompassed with the benediction of God's love.

Mr. Harfst, president of the Detroit Rotary club in 1924-25, immediately launched into the serious side of Rotary, holding it up as the regenerator of business and political life, as well as a stimulus toward better social conditions. He said that Rotary with more than 3,000 clubs in 44 countries, embracing a membership of 140,000 business and professional men, offered to bring into men's lives those spiritual impulses that science, art, literature, and even religion had failed to accomplish; and he referred to Rotary's work toward establishing the spirit of religion, as equalled by any other agency.

The hearts and souls of men and women all over the world are hungry for the food of spiritual things; church buildings, denominations, preachers and priests have not done the major things necessary to keep religion alive, and the quality that has increased the interest of people in the Christ more than any other thing is a natural hunger for the tenets of the spirit—of religion, stated Mr. Harfst. "The same thing is true of Rotary; its spirit, its tenets, offer to Rotarians a chance to get more out of life by serving others.

"Merely learning a code of ethics or the Golden Rule amounts to nothing, unless it is applied actually to doing things," he went on. "Less than that, the worth of a thing may be gauged by 'by' their fruits ye shall know them."

"As one Rotarian has put it, 'Rotary is an attempt to accomplish world-wide good by placing upon the individual his full responsibility for conditions within his reach'; that's what we, as Rotarians, must do in our every contact with life—accept our responsibility for unsatisfactory conditions within our reach, and then improve these conditions by changing them for the better."

"I like to compare Rotary and its organization with the days of King Arthur's Round Table, as portrayed so well by Lord Tennyson in his lyrics of the King," concluded the speaker. "To me the organization of Rotary International today seems to exemplify the following lines:

"But I was first of all kings, who drew
The knight-hood—errant of
this realm and all
The realm's together under
me, their Head,
In that fair Order of my
Table Round."
A glorious company, the
flower of men,
To serve as model for the
mighty world,
And to be the fair beginning
of a time.
I made them lay their hands
in mine and swear
To reverence the King, as if
he were
Their conscience, and their
conscience as the King;
To break the heathen and to
uphold the Christ.
To ride abroad redressing
humans wrongs,
To speak no slander, no, nor
listen to it,
To honor their own word as if
his God's."

Harvard Expeditions Explore Ocean's Ways And Labrador's Bays

While the schooner Ariel recently cruised among the rocky bays of Labrador, in ornithological research, the schooner Atlantis worked its way along the Gulf stream toward Europe, studying the ocean floor at depths often approximating 10,000 feet, and a motor truck edged its way into the "Bad Lands" of South Dakota, seeking new fossils. All three expeditions have since returned, delivering accounts of their trips to the Harvard University Museum, preliminary reports of which are new known.

The Atlantis came into Boston harbor at the end of 66 days at sea. C. O. D. Iselin, a student in the Harvard graduate school, who describes the expedition, says that in addition to plentiful specimens of sea life and temperature records, that vary along the Gulf Stream, possibility was also found of deciding whether ocean basins are permanent features on the surface of the earth.

Aboard the Atlantis was an 80-pound sounding tube, which was periodically plugged into the

ocean floor, bringing up a core of mud three feet in length. Utten, said Mr. Iselin, the tube had to be dropped 1800 fathoms before results could be obtained. Because of the slow collection of sediment in midocean, he added, this tiny core of mud may represent the accumulation of thousands of years.

Since only surface studies of ocean mud have hitherto been made, Mr. Iselin points out how findings in that sub-ocean muds contain interesting stratifications, which may indicate widespread changes of climate, a slow chemical change going on beneath the surface or sudden raising or lowering of the ocean bottom.

The studies of sub-arctic bird life carried on aboard the Ariel were scarcely less spectacular. O. L. Austin, also of the Harvard graduate school, whose recent expedition into Labrador was his third, reported that an arctic tern banded by his party had been picked up in Europe some time ago, and that with the expected results from banding 1128 birds during the past summer, some of

the mysteries of northern bird migration might soon be solved. A picture of a European lapwing was also obtained, said to be the sole survivor of the great flight made by thousands of these birds from Ireland to Labrador in 1927.

Erich M. Schalkie, who journeyed with a companion into the South Dakota "Bad Lands," over country supposed to have been impenetrable to a truck, returned with some unusual specimens. They dug from the side of a cliff an intact slab filled with bones and fossils, which crated weighed 7000 pounds.

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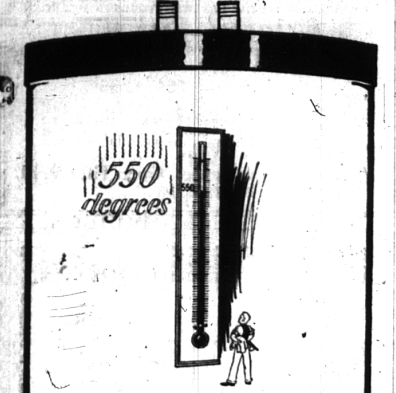
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FROM A GREAT MAN

My dear Mr. Driscoll:
Many thanks for your "On Being Wrong".... Up to the year 1914 there was no room for question in history or in the public mind as to which was the first airplane capable of sustained free flight, or as to whose research furnished the foundation of modern aviation. But in that year, at the suggestion of Glenn H. Curtiss, Walcott placed the remaining parts of the original Langley machine in Curtiss's hands for test. The fundamental changes enumerated in my letter to Dr. Abbot had been made in its design before any test was made. Yet not one of these changes ever was reported by the Smithsonian Institution. On the other hand, the Smithsonian credited them by many such statements as, "In June last, without modification, successful flight was made at Hammondsport, N. Y." and "When tested the machine rose into the air and flew, proving that Langley's ideas were sound and his construction correct."

Walcott from year to year put out statements in Smithsonian publications to the effect that the Langley machine "re-canvassed and provided with hydroplane floats," had been tested; that these tests demonstrated that the Langley machine was the first in the history of the world capable of Langley's scientific research; and that the publication of Langley's work had laid the foundation for modern aviation. All of the impressions thus given were absolutely false. Dr. Abbot's recent published statement does not attempt to correct any of them.

Sincerely yours,
Orville Wright.

("On Being Wrong" was the title of a recent "World and I" item in this column. The paper of Dr. Abbot, mentioned by Mr. Wright was an effort by the hand of Smithsonian Institution to get Mr. Wright to bring his original plane back from an English museum and place it in Smithsonian. This Mr. Wright refuses to do until Smithsonian tells the truth fully about its efforts to make the world believe that Langley, a former head of Smithsonian, invented the airplane.)

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