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This is a poetry compilation for people that are not necessarily interested in reading poetry. The featured works range from weird to vulgar to humorous to awkward. Each poem is combined with an image, sharing the page by fighting and/or complimenting each other.

The day Lacey Sturm planned to kill herself was the day her grandmother forced her to go to church, a place Lacey thought was filled with hypocrites, fakers, and simpletons. The screaming match she had with her grandmother was the reason she went to church. What she found there was the Reason she is alive today. With raw vulnerability, this hard rock princess tells her own story of physical abuse, drug use, suicide attempts, and more--and her ultimate salvation. She asks the hard questions so many young people are asking--Why am I here? Why am I empty? Why should I go on living?--showing readers that beyond the temporary highs and the soul-crushing lows there is a reason they exist and a purpose for their lives. She not only gives readers a peek down the rocky path that led her to become a vocalist in a popular hardcore band, but she shows them that the same God is guiding their steps today.

The story of how diesel engines and gas turbines, used to power cargo ships and jet airplanes, made today's globally integrated economy possible. The many books on globalization published over the past few years range from claims that the world is flat to an unlikely rehabilitation of Genghis Khan as a pioneer of global commerce. Missing from these accounts is a consideration of the technologies behind the creation of the globalized economy. What makes it possible for us to move

billions of tons of raw materials and manufactured goods from continent to continent? Why are we able to fly almost anywhere on the planet within twenty-four hours? In *Prime Movers of Globalization*, Vaclav Smil offers a history of two key technical developments that have driven globalization: the high-compression non-sparking internal combustion engines invented by Rudolf Diesel in the 1890s and the gas turbines designed by Frank Whittle and Hans-Joachim Pabst von Ohain in the 1930s. The massive diesel engines that power cargo ships and the gas turbines that propel jet engines, Smil argues, are more important to the global economy than any corporate structure or international trade agreement. Smil compares the efficiency and scale of these two technologies to prime movers of the past, including the sail and the steam engine. The lengthy processes of development, commercialization, and diffusion that the diesel engine and the gas turbine went through, he argues, provide perfect examples of gradual technical advances that receive little attention but have resulted in epochal shifts in global affairs and the global economy.

Highlighting the importance of regional and national differences in industrial development, this book is a pioneering long term comparison of the two regions of Lancashire and Kansai.

In the 1960s and 1970s, John Deere's tractors evolved dramatically from small machines into large, powerful tractors with modern advances and muscular engines; it was a period of the greatest changes since the 1920s. Deere christened these tractors the New Generation. This book in the Tractor Legacy series examines these Big Green machines in detail, with archival and current photography of restored tractors, a thorough historical text, and details of model specifications and variations.

Scholars have recently begun to study collections of Byzantine historical excerpts as autonomous pieces of literature. This book focuses on a series of minor collections that have received little or no scholarly attention, including the *Epitome of the Seventh Century*, the *Excerpta Anonymi* (tenth century), the *Excerpta Salmasiana* (eighth to eleventh centuries), and the *Excerpta Planudea* (thirteenth century). Three aspects of these texts are analysed in detail: their method of redaction, their literary structure, and their cultural and political function. Combining codicological, literary, and political analyses, this study contributes to a better understanding of the intertwining of knowledge and power, and suggests that these collections of historical excerpts should be seen as a Byzantine way of rewriting history.

Could I have been one of them? was what Sam McKinney wondered as he retraced, alone, from Puget Sound to Queen Charlotte Strait, the explorations of Captain George Vancouver and his men. In the 1790s, day after day, they had rowed for long hours, camping on rocky beaches in all weathers and charting the intricate coastline for the first time. Two hundred years later, McKinney followed them in his 25-foot sailboat, anchoring in the same locations as they had done, experiencing the same winds and waves, and sharing what McKinney calls the link of vulnerability that is the ever-present condition of all people who go to sea. With his boat, his pipe and the occasional glass of rum, McKinney invites readers along on a perceptive voyage through time and along the magnificent Pacific Northwest coast from Puget Sound through the Georgia and Queen Charlotte Straits. Describing both the historical and contemporary voyages around the Inland Sea, McKinney offers insightful comparisons of what sailors saw and experienced in the 18th century and what they see today. At the end of his trip McKinney, like Vancouver, claims the area he had explored, not by deed of ownership but out of love for the place, its staggering beauty...(and) the memories of the people and cultures who have found homes along its shores. Could he have, indeed, been one of Vancouver's men? He isn't sure, but he would like to have given it a try.

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