

OF INTEREST TO MOTORISTS SUNDAY SCHOOL

Herff-Brooks

WON

Three Perfect Scores

All three cars entered in the three-day Publicity Run came in on time at each and every checking station and finished at final control with a perfect score.

Although many cars of higher price experienced considerable mechanical trouble every one of the three Herff-Brooks Sixes came through without even a mechanical adjustment. One hundred per cent. perfect on a three-day run of 408 miles. Averaged seventeen miles to the gallon of gasoline and 150 miles to one quart of oil. Took every hill on high gear.

WHAT MORE CAN YOU EXPECT OF A CAR?

Table with 2 columns: Car Model and Price. Six-Cylinder 50-H. P. \$1375, Four-Cylinder 40-H. P. \$1100, Four-Cylinder 25-H. P. \$765.

ALL PRICES F. O. B. FACTORY

J. K. KIPP, Distributor Harrisburg, Penna.

Union Tires and Self-Sealing Inner Tubes

Guaranteed 5,000 Miles Against Punctures and Blowouts

FIRST COST the LAST COST

We keep them in repair free of charge during the life of the guarantee.

UNION SALES CO., Inc. Second and North Streets

Lesson VII.—Second Quarter, For May 16, 1915.

THE INTERNATIONAL SERIES.

Text of the Lesson, 1 Sam. xxvi. 1-16, Memory Verses, 11, 12—Golden Text, Luke vi, 27—Commentary Prepared by Rev. D. M. Stearns.

The lesson today is a record of one of the occasions on which David had Saul completely at his mercy, but he refused to lay hands upon him or to listen to the suggestion of Abishai that David would permit him to smite Saul, for he said, "As the Lord liveth, the Lord shall smite him, or his day shall come to die, or he shall descend into battle and perish" (verses 9, 10). Thus David left the matter wholly in the hands of the Lord, illustrating his own words, "Commit thy way unto the Lord; trust also in Him, and He shall bring it to pass" (Ps. xxxvii, 5). 1 Sam. xxxi tells how his end came.

On this occasion David took the spear and the cruse of water from Saul's bolster that he might show him how he had him in his power, but did not harm him. David was able to do this without any one knowing it because a deep sleep from the Lord was fallen upon Saul and his men (verses 11, 12). Compare Gen. ii, 21; xv, 12, and consider Peter's release from prison, though he was bound with chains between two soldiers, and there was a guard at the door of the prison (Acts xii, 6-10, 18, 19). Truly the God of Israel is the God that doest wonders (Ps. lxxii, 18; lxxvii, 14). David, with his trophies, stood on the top of a hill afar off and cried to Abner that, though he was a valiant man, he was worthy to die because he had failed to take care of the king, and he told him to look for the king's spear and cruse of water that had been by his bolster (verses 13-16).

Saul knew David's voice and professed to be very grateful to him for sparing his life, asking him to return to him, and saying that he would no more seek to do him harm, but David knew his enemy too well, and after telling him to send for his spear, they again parted, each going his own way (verses 17-25). This was not the first time that David had Saul in his power, but refused to harm him. See in chapter xxiv how he cut off the skirt of Saul's robe and how Saul then professed penitence and good will and spoke of David's being king some day. Thus Saul sought him every day, but God delivered him not into his hand (xxiii, 14). In the end of chapter xxiii there is the record of an incident that looked like a close call for David, but Saul was suddenly called off and David escaped. All through the story we can hear David saying: "The Lord is the strength of my life. Of whom shall I be afraid?" (Ps. xxvii, 1-3).

The cave of Adullam story in chapter xxiv is full of interest, beginning with his seeking a place of safety for his father and his mother till he could endow with his words of comfort to Abishai: "Abide thou with me. Fear not, for he that seeketh my life seeketh thy life, but with me thou shalt be in safeguard." Chapter xxv tells of the death and burial of Samuel and then the story of drunken Nabal and his beautiful wife Abigail—beautiful in wise counsel to David and in her conduct toward him. Some of her memorable words are ever with me: "Bound in the bundle of life with the Lord thy God" (xxv, 29), a bundle which cannot be broken, for those to whom He gives eternal life can never perish (John x, 28). Chapters xxvii, xxix, xxx, tell the story of Ziklag, which Achish gave to David, but to which David returned on one occasion to find the town in ruins and the wives, sons and daughters of himself and his 600 followers all gone into captivity. That was one of the most trying times in all David's experience, and they all wept until they had no more power to weep. The grief of David, almost beyond endurance, was heaped up by the threat of his 600 followers to stone him, as if he was the cause of all this, so that David seemed, as far as human sympathy was concerned, to be absolutely alone. Then we read the words which have helped so many, "David encouraged himself in the Lord his God" (xxx, 6).

A somewhat similar incident in the life of Paul is recorded in II Tim. iv, 16-18. The way that David found the enemy, the Amalekites, through the guidance of an almost dead Egyptian servant, whom he restored to life, and how he recovered all—wives, sons, daughters, spoil, nothing lacking to any, and much additional spoil—is a very thrilling record and should encourage us all to wait on the Lord and not to think anything too hard for Him. There were 200 of David's men too weak to join in the pursuit of the enemy, but they, too, shared in the spoils of victory, and David made it a law that those who tarried by the staff shall share equally with those who go forth to battle (xxx, 10, 24). Let all homekeepers be encouraged. The sin of Saul in the matter of familiar spirits and the witch of Endor is recorded in chapter xxviii. This is a prevailing sin of many today. It is wholly of the devil and is strictly forbidden in Deut. xviii, 9-12. It is not all trickery, but oftentimes some real work of the adversary. The living, those who are truly saved, should seek only the living God and His life giving word. All else is from the devil, and it will be a night of awful darkness forever for all who turn away from the Word of God. "No morning for them" (Isa. viii, 19, 20; margin and R. V.).

Protection.

"What's the idea of using the pronoun 'we' so often in your articles?" "Well," replied the editor, "it's a matter of self protection. In case anybody takes offense I want to sound as much as possible like a crowd."—Philadelphia Record.

Slight not what's near through aiming at what's far.—Euripides.

A Little Country Lad Once Moved To the City

Everything about his home had to be packed securely for the trip by freight.

Now railroading happened to be this boy's ambition, and a wonderful system of trains, tracks and wrecks was his constant pastime.

His childish instinct told him that a number of days would pass before the journey would be completed, and being the good railroader that he was, realized the length of time his trains would be idle; so he thought of a scheme to avoid delay. Meanwhile, full schedule was in order until moving day came, and then he placed his engines and cars in a small box and carried them right with him.

Store-Keeping Is Our Ambition

Business must go on and on without interruption—not even rebuilding dare interfere with serving the public's desires. All delay has been, and will be avoided while building operations continue.

Space has been curtailed, to be sure; but assortments are just as complete as ever, with duplicate merchandise at our fingertips to replace quick sellers in the shortest possible time.

Bowman's

CALL 1991—ANY PHONE

FOUNDED 1871

BIG DECREASE IN NUMBER OF DEATHS ON RAILROADS

Forty-six Fewer Persons Killed in First Three Months of This Year Than in Same Period in 1914, According to Service Board's Investigator

The investigator of accidents for the Public Service Commission, has reported that during the first three months of the present year, 216 persons were killed and 1,394 injured on the steam railroads of the State. This is a decrease of 46 in the number killed as compared with the first three months of last year, and a decrease of 576 in the number injured.

Those fatally injured included: 72 employees, 1 passenger, 124 trespassers and 19 others. Of the latter 12 were killed at grade crossings. Eleven were fatally injured during the same period of 1914. The occupations of the employees killed and injured followed:

Table with 2 columns: Occupation and Number. Baggage men 8, Brakemen 24, Car Cleaners 19, Car Inspectors 1, Car Repairmen 3, Carpenters 1, Conductors 7, Engineers 4, Firemen 3, Flagmen 3, Freight Handlers 107, Sectionmen and Work Train Laborers 13, Signalmen 1, Track Walkers 4, Yard Crews 5, Miscellaneous 49.

There is a decrease of 26 in the number of employees killed and a decrease of 545 in the number injured as compared with the first three months of 1914. Thirty-three persons were killed on the street railways during the first three months of this year, three of whom were passengers and four trespassers. Five hundred were injured. This is an increase of four in the number killed and a decrease of 225 in the number injured.

FORTIFIED CITIES FALL

Modern Fortifications No More Effective Than Ancient Walls, Argument Considered

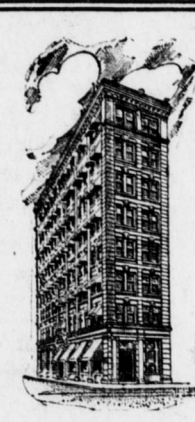
Impregnable Antwerp with her "impassable forts fell as easily under the hammering impact of the giant howitzer shells as did the walls of Tyre, Jericho or other cities of antiquity under the crude battering rams of their day.

No lesson of the great European war is so impressive as that taught by the destruction wrought by the heavy armament of the Germans, and no greater destruction has artillery ever perpetrated than the Belgian cities laid waste.

Modern ordnance has been so greatly perfected that the possibilities of greater range and higher trajectory might well bring the British coast under the German guns, or vice versa.

Next to Antwerp, Paris is the strongest fortified city, with rows upon rows of great pieces having a range of upward of twelve miles beyond the city, and protected from bursting shells by concrete and steel, yet had the German army penetrated far enough on their first drive, they already having the range of Paris, might easily have duplicated the successful artillery attack of Antwerp, for the guns of Paris are in fixed position, while the range of the German army would have been temporarily speculative for the French gunners.

The great range of modern guns and the destructiveness of present-day shells preclude any idea of the safety of historic buildings or edifices in a city under fire, as is evidenced in the many



Our Certificates of Deposit earn 3 per cent. and are convertible into cash any time.

Union Trust Co. of Penna. Union Trust Building

Illustrations reproduced from actual photographs in "The Nations at War," which is being presented by the Star-Independent to its readers for the small sum of 98 cents to defray the expense of this historic volume, edited by the well-known author, Willis J. Abbot, is the first of the authentic works from any American press and is the most accurate and complete history of the first six months, the most important months, of the great European struggle.

The heavy demand is making inroads into the stock, and, as the Star-Independent secured only the right to the first edition of this \$2.00 book, readers should avail themselves of the presentation opportunity to secure the volume for 98c, merely the cost of author's royalty and handling charges. Adv.

DIRIGIBLE FOR THE NAVY Airship Will Carry Eight Men and Fly 25 Miles an Hour

Washington, May 15.—The navy has bought the first dirigible airship, under a contract which Secretary Daniels approved yesterday. The aircraft will be made by the Connecticut Aircraft Company, of New Haven, Conn., which bid \$45,636.25, and is to be delivered within four months. The dirigible is designed to carry eight men, will be 175 feet in length and 55 feet in height, will have a gas capacity of 110,000 cubic feet and a

speed of 25 miles an hour. The last naval appropriation bill appropriated \$1,000,000 for aeronautics. Last week the department received two hydro-aeroplanes from the Curtiss Company.

GERMANS AND AUSTRIANS ASK U. S. TO STOP REPATRIATION

London, May 15, 3 P. M.—German and Austrians again besieged the American consulate yesterday, but instead of demanding protection for themselves and their property they sought the aid of the American officials to prevent their being repatriated in consequence of the action of the government announced Thursday by Premier Asquith. Most of the callers at the consulate were either over or under the internment age. Many were women with their children. These persons explained that for years their homes had been in this country and that their deportation to Germany or Austria would be regarded by them as a greater calamity than internment here.

The American consul general, Robert P. Skinner, took their statements but was unable to promise any action in their behalf further than that transmission of their requests to the proper authorities. Eighty Germans and Austrians were stricken from the membership roll of the Iron and Steel Institute yesterday by unanimous vote of a meeting held in London.

Enjoy Uninterrupted Mileage With Kelly-Springfield Tires

Facts show that one Kelly-Springfield tire, on an average will outwear two of any other make.

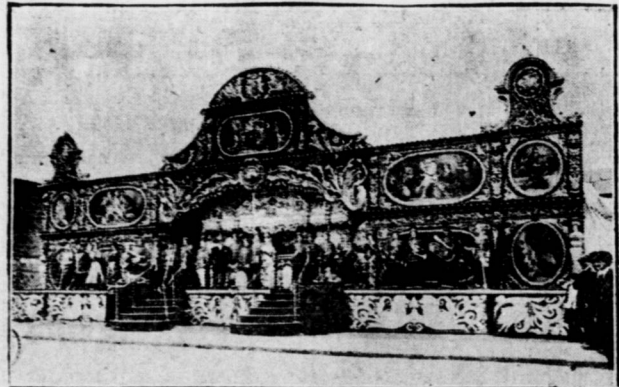
Before purchasing compare the KELLY-SPRINGFIELD GUARANTEE with the average.

- Ford sizes, plain, 6,000 miles. Ford sizes, Kant-Slip, 7,500 miles. Other sizes, plain, 5,000 miles. Other sizes, Kant-Slip, 6,000 miles.

This is an actual guarantee; one you can depend upon for adjustment.

Bowman's 318 Market Street

THE MOOSE MIGHTY MIDWAY



Hello! I see you are early of late. You use to be behind before. Now your first at last. The carnival surprise of the century. That's what they all say and from what we can learn from the Moose themselves as well as from press comment in the city where the Leon W. Washburn's Mighty Midway Shows, Trained Wild Animal Arena and Carnival Company are playing this week the Moose are not exaggerating when they say that their Mighty Midway, May Festival and Gala Week Celebration will surpass anything ever before attempted in Mardi Gras events in Harrisburg. All next week, every afternoon and evening, rain or shine, there will be big continuous doings at Sixth and Mahantonga streets, which is away from the dirt and dust of the city streets and a location where all who wish may enjoy themselves and have a merry, noisy time. This is a free gate midway and patrons will witness a sumptuous repast in exquisite scenes. There will be something doing in the fun-making line that is unusual. There will be Trained Wild Animal Shows, Free acts of a sensational kind, merry-go-rounds, ferris wheels, elephants, camels, calliopes, bands, mammoth orchestras, and one hundred and one bright, clean, moral and up-to-date methods of amusement and the Moose want to see you. They promise you an enjoyable time and a treat that is simply indescribable. They ask you to bring the whole family along and have them enjoy the many wonderful and interesting features that they will have on hand. Don't overlook the big noon-day parade.—Adv.

UNION SELF-SEALING TUBES MADE GOOD ON RECENT RUN

Twenty-five cars equipped with the Union Self-Sealing Tubes and not a one delayed with puncture trouble, is the honor claimed by the Union Sales Company. Special reference is made to the Hummel car, which carried the manager and sales force of the Union Sales Company. The tires on this car were punctured twenty-five times before the car started on the run, the punctures being made with a large ice pick driven into the tire by a heavy mallet. Following the puncture the car made the entire run of nearly 500 miles without further pumping. Throughout the run they kept the car going at its best clip in order to show that abuse, even of the worst kind, had no effect on these tires whatever. Many spikes and nails were picked up along the course. W. E. Orth, of the City Star Laundry, driving a Cadillac, picked up a large nail near Cotesville, but failed to note it until his attention was attracted at the Cotesville control. He plucked the nail from the tire, started his engine, and resumed the trip without any delay. J. K. Kipp, driving a Herff-Brooks "6," picked up an unusually large spike, but kept on driving and finished the run with a perfect score. The car was probably the best advertised during the run. A body twelve feet in length and three and one-half feet wide, was bolted to the body of this car, with great letters which stood out clearly. They distributed more advertising literature than any other entrant and twenty-three of the twenty-five cars equipped with their tubes carried Union Sales display advertisements. Two prizes were awarded last evening to them—both handsome trophies.

LAWYERS' PAPER BOOKS

Printed at this office in best style, at lowest prices and on short notice.

MEMORIAL DAY AT GETTYSBURG

Via Philadelphia and Reading Railway Sunday MAY 30

Table with 2 columns: Location and Fare. From Lebanon, \$1.25, Anville, 1.20, Palmyra, 1.15, Hershey, 1.15, Hummelstown, 1.10, Harrisburg, 1.00, Gettysburg (Arrive), Noon 12.00.