

LAYING OF A GHOST

By EVELINA RASBURY.

(Copyright, 1918, Western Newspaper Union.)

"Press yoh organdie! Lawsy mussie, after de 'sperience I had las' night, here you comes a wantin' er organdie prested! How's meyer you set under de shade out in de yard, an' I'll press it—bein' it's you."

"Honey, I seen er sight las' night as war calkerlated to make me hate de vanities uv dis yere sin-soaked worl'. I've hearn of sperits what sneaked 'roun' an' showed deyselfes to lone pussions; but, chile, las' night mor'n a hundred uv us saw de ghos' uv Pan-ter graveyard."

"You 'member I tole you Canaan chu'ch had a new elder dis yeah? Well, he sho am a fine lookin' man, and de sisters, day am as one voice 'claimin' him a good servant in de moral vineyard."

"About de time de elder, Broder Jones, comed to us, Sister Judy Manion's time war out on de farm whar she war sent fer usin' 'fane language in de temple; an' bein' m'ity 'ligious, she comed right up to de front an' 'polo-gized to de chu'ch, to de deacons an' to ev'rybody fer castin' shame on de Shepherd's flock. We insulted ober de mattah, an' 'cided to fergib her back-sliddin' an' took her back in de busum uv de congregashum."

"Her an' dat good-fer-nothin' gal o' hern, Pearl, got a house 'bout a mile frum de chu'ch, an' she went to wurk 'fer de cause. She worked early an' late, an' wus wunst more de pillar of de chu'ch. 'Oose such 'votion couldn' 'scape de preacher's eye, an' he war purty offen 'roun' dar helpin' Sis Judy wid de wurk, an' tryin' to 'suade Pearl to wa'k in de narrer paf."

"How's meyer, we didn't fine out tell week 'fore las' dat in his zeal he war thinkin' uv mahyn' Pearl to save her. Dat scan'las 'ceedin' call'd fer er chu'ch meetin'. So we jes' up an' tole de brudder we war n't gwine had him fine in matrimony wid er sinner, givin' scandal to de chu'ch. Sis Judy cried tears as she 'splained, while Pearl wuz her chile she war n't fit to hol' up de reputation uv a elder in de chu'ch."

"Brer Jones he looked at de imper-dent, good-lookin' gal an' asked: 'Spose she fine de fole, howcome we can't mahy den?'"

"Sis Judy's patience wus 'bout 'sausted, so she ups an' tells how Pearl done fine de chu'ch four summers han' runnin'—day jes' war n't no 'ligion in her. Pearl flew up at dat, an' said as how she ain't got no husban' in de pen like some fols presen' had. Ev'rybody knowed she 'tuded to her mammy, an' she looked so v'gious wid her snapin' eyes, de elder jes' got ober his 'fatuation, an' said he war willin' to be guided by de flock's wishes. De chu'ch den chosen Judy, as a more suitable help-meet fer de elder dan a sinner 'oman. De elder glanted Judy home, an' de 'nex' day we hearn of de 'proachin' weddin'."

"Judy was fer er chu'ch weddin', but de elder wus obstinat an' said he didn't want no rival 'traction to de big meetin' he wus 'ductin'. So we all fetched up at Canaan an' dat elder sho did 'vort an' preach one more powerful fine an' 'vincin' sermon. Dar wus some twenty odd mo'ners, an' when Sis Judy got happy in a good weavin' way, an' flung up her han's an' started:

"High up in heaven,
Asittin' on de bench wid Jesus'
dar wus one of de torn-downest shout-ens you ever hurd in yoh born days. It sho wus a gran' time. Som'e'rs 'bout midnight he dismissed de crowd wid er blessin', an' tole um him an' Sis Judy Manion gwine er bein' broke he 'spectfully v'ited dem to foller de Scriptural 'junction a' fine han's in de holy ban of wedlock, an' de meetin' form in a 'cession, two an' two, march down de road to Sis Manion's house, whar de knot would be tied."

"Dat ole man Able started, 'Hark frum de tom', 'cause it's all de chube he knew, an' ev'rybody took et up—but me, an' de dark ole swamp on de lef' rung wid de music. At-to-once it popt into my haid dat we got to pass Pan-ter graveyard."

"All uv er suddin' de 'cession stopt stone still, de singin' dryin' in ter sing-ers' necks; den 'rose de awfulest screechin' you ever heerd in all yoh born days. I looked, an' so help me Gawd, dar in a strange light de sperit uv a man an' de sperit uv a pan-ter; er pan-ter tarin' de man's neck, an' de man stickin' his knife in de pan-ter's side, jist like I'd hearn tell uv as how de graveyard got its name."

"I cotched my bref an' tried to run wid Judge an' de balance, but sumpun got wrong wid my laigs an' I couldn' move, an' dar I stood wid dem two awful sperits er facin' me. Al-to-once sumpun guggled in my froat, an' de foam comed er runnin' frum my mouf, an' down in de middle uv de road I fell. I doan know how long I lay dar, but when I comed to de High Sheriff war standin' by puttin' han'cuffs on a black man, and dar de tas' uv whisky in my mouf. I thought my time had comed, an' I fell to prayin' out loud when de sheriff, he say, 'Shet up yoh fool. I's laid de gos', twarn't no gos' now; twus jes dis 'scaped convic', Henry Manion, and Pearl tryin' to skeer Judy outen mahyn' de preach-er."

"But I knowed what my ole eyes had seed, so I kep' on a prayin'. Dey bring me home, an' I been prayin' ever since."

"Here's yoh organdie. Thank you fer dis quarter, but I won't be here long to need yoh quarters. I's had my warnin'."

REMOUNT DEPOT SOLDIERS LEARN HORSE-SHOEING



This photograph shows a class of soldiers of the remount depot, No. 308, stationed at Camp Hancock, Augusta, Ga., learning the not very gentle art of horse-shoeing. These men use the hoofs taken from dead horses to practice on; each man is holding a hoof in his hand. They will soon sail to France to shoe Uncle Sam's horses over there.

RECALLS FAMOUS RECORDS OF SEA

Shipbuilding Program Renews Interest in the Performances of Old-Time Vessels.

PROUD OF OUR FAST SHIPS

Clippers That Outailed Steamers Showed Us How to Gain Mastery of the Sea—Some Remarkable Voyages.

Washington. — Much interest has been shown by the public in the United States shipping board's program of building many fast vessels for carrying supplies to France during the war, and to transport freights, mail and passengers as the vanguard of the great merchant marine that is to be maintained when peace returns.

National pride, say shipping experts here, has always found strong expression over the ability of the United States to produce fast ships. It is therefore nothing new for Americans to watch the products of their shipyards with swelling breasts.

Half a century and more ago the whole country took pride in the records of American clipper sailing ships, which led the merchant fleets of the world.

American shipyards then produced vessels which made long voyages at an average speed equal to that of the steamships of their time. The sailing records they established were never equalled by the ships of other nations.

These vessels were the direct product of daring experiments by Yankee builders, who were never content to rest on their laurels, which were many. Each year they excelled their previous efforts, turning out flyers that challenged the attention of the mar-time world.

WEIGHING FOOD SCOUTS



"Boys, you look bully!" said Col. Theodore Roosevelt to twenty-four boys of the diet squad of New York Public School No. 42, who are indulging in an extra meal each day in an effort to gain weight. The youngsters like their job, that of eating the specially prepared meals of the food experts. The kiddies are being weighed after their first week's diet; in another month they will change from the lightweight class to the heavyweight class. The colonel is showing the keenest interest in the weighing of each member of the diet squad.

FATHER IS WILLING TO SACRIFICE HIS FIVE SONS

Washington. — When George Walter Plants of draft age, presented himself before the exemption board with his father it was shown that he had two brothers already in the service.

"No, sir," replied Plants Senior when asked if he wanted exemption for the third son. "I have two boys in the army and I am willing not only to send George into the service, but have two more boys at home you can have if you need them."

In a single day, which exceeded by 42 miles the best day's run made by a steamship up to that time.

In 26 consecutive days, on this voyage, the Flying Cloud sailed 5,912 miles, an average of 227 miles a day, or 9½ miles an hour. For four days, when she made her best speed, she averaged 314 miles a day, or 12½ knots an hour.

The ship's exploit was celebrated in San Francisco with rejoicing, and the news of it gave pleasure to every American who heard of it.

The next year the ship Sovereign of the Seas—from the yard of the same builder, Donald McKay of East Boston—in the course of a voyage from Honolulu to New York excelled some of the daily runs of the Flying Cloud.

In four days in the South Pacific she logged 1,478 miles, an average of 378 miles a day, or 15½ miles an hour. In 11 days, between March 10 and 21, she logged 3,562 miles, a daily average of 323 miles, and an hourly average of 13½ miles. At times she sailed at a speed of 19 miles an hour, which few freight-carrying steamers today can attain. Her best day's run was 424 miles, and showed an average speed of 17 2/3 miles an hour for 24 hours.

The Sovereign of the Seas also had the distinction of having beaten a steamer on five continuous days of sailing, while on the passage from New York to Liverpool in 1853, and also of making the unique run of seven days from land to land, having sighted Cape Race, Newfoundland, at 6 a. m. June 24 and Cape Clear, Ireland, at 6 a. m. June 30.

Her best day's run was 344 miles on June 28. In five days, June 25-30, the ship outailed the Cunard liner Canada, which was making the eastward passage from Boston to Liverpool, a total of 325 miles. The best day's run of the Canada was 306 miles.

Greatest Day's Run.

The greatest day's run ever made by a vessel under sail was accomplished by another ship of Donald McKay's build, the Lightning, on her maiden voyage, from Boston to Liverpool, in 1854.

On the first day of March, when approaching and rounding the north of Ireland, in a strong gale from the south, the ship logged 18½ miles an hour. Her lee rail was under water and her jib and fore-topmast, new, strong sails, were blown in shreds from their bolt ropes. Such an exhibition of sail-carrying rarely has been recorded as that on the Lightning that day; and it was done prayerfully, for her master, Captain Forbes, was a strong churchman.

At the end of the 24 hours the ship's log showed that she had made a day's run with parallel, of 436 sea miles, or more than 500 land miles.

This entitled the Lightning to the proud distinction of being the fastest ship that ever sailed the seas. There was no steamship of her day that could approach her record for a day's mileage by 100 miles, and 25 years passed before a steamer was produced, the Arizona, then rated as an ocean greyhound, that equaled her maximum speed per hour.

Best remembered today of the American clipper ships is the Dreadnought. She was a packet ship, running on a regular schedule with passengers between New York and Liverpool. There is a tradition that in 1859 she created a record of 9 days 17 hours from Sandy Hook to Queenstown, but the story has been decided to be mythical.

The Dreadnought made many fast passages, however, in the total of seventy to eighty credited to her. On several occasions she maintained a uniform speed of 9½ miles an hour from shore to shore. Her best eastward voyage was 13 days 8 hours from port to port, and her average speed for Atlantic voyages was higher, probably, than that of any other sailing ship.

The record of a clipper ship for crossing the Atlantic belongs, however, to the Red Jacket of New York, which crossed in 1854 from Sandy Hook to the entrance of the River Mersey in 13 days and 1 hour. The best passage in the opposite direction was made in 1860 by the ship Andrew Jackson, 15 days from the Mersey to New York.

GIVES HAIR FOR COUNTRY



Samson listened to a woman, cut off his hair, and lost, literally, the sinews of war. Now cometh a modern woman, harking to the call of Uncle Sam's sons, and cutteth off her hair to provide said sinews. History simply sets new music to old words or vice versa. The photograph shows Florence Mansfield, Boston's patriotic daughter, ready to snip off her lovely hair to provide material for rope to be used in the making of a submarine tiller. Her patriotic impulse was original, springing from the need of rope in the navy as outlined to her by friends in the United States Marine corps. She has very long tresses, and she can amply spare some. She believes every girl in the country ought to sacrifice a lock of hair. She believes there is another use for hair more important than wearing it herself—that is for one of our fighting men to wear it, in a wrist-band or ring. Then, when our boys get real lonesome "over there" all they have to do is to take one long, lingering look at that strand of hair, and, as they gaze, the winsome face of the girl back home will rise before them, and all will be right again! Now, how about it girls? Who will volunteer for such a worthy cause?

SMALL BOY KNITS SWEATER

Ten-Year-Old Youth Gets Yarn From Red Cross and Turns in Finished Garment.

Chicago.—A "Sammie," "somewhere in the United States" or "somewhere in France," is today wearing a nice warm knitted sweater and in all probability dreaming of a beautiful girl "somewhere in the United States," who knitted the sweater.

Clifford Hammerberg, ten-year-old schoolboy, was anxious to help the boys fighting for Uncle Sam, went to the Red Cross headquarters, obtained some yarn and went home and knitted the sweater. It was returned to the Red Cross and sent out with other sweaters for boys in the service.

NEW USE FOR PERISCOPE

Pennsylvania Man Installs One in His Chimney to Spot Approaching Street Car.

Knoxville, Pa.—Albert R. Ballard has invented and installed a periscope in the chimney of his home. When ready to travel Ballard sits in his dining room with his eye at the periscope. When the periscope shows a car speeding over a nearby hill Ballard dons coat and hat, strolls to the corner and meets the car just as it arrives.

BUNYAN ACTIVE TO THE END

His Last Years Busy Though Peaceful Ones and Death Result of Act of Self-Sacrifice.

The closing years of the life of John Bunyan were peaceful, unlike in that respect the years that had gone before, but they were busy years, devoted to preaching, to the work of a pastor and teacher. Of these closing years, Froude, in his "Life of Bunyan," edited by John Morley, writes, "Happy in his work, happy in the sense that his influence was daily extending—spreading over his own country, and to the far-off settlements in America, he spent his last years in his own land of Beulah, Doubting Castle out of sight, and the towers and minarets of Emmanuel Land growing nearer and clearer as the days went on."

His end was brought about by exposure when he was engaged in an act of charity. A quarrel had broken out in a family at Reading with which Bunyan had some acquaintance. The father and son were at variance, and in the hope of reconciling them Bunyan journeyed from Bedford to Reading on horseback. He succeeded, but at the cost of his life.

Returning by London, he was overtaken on the road by a storm of rain and drenched to the skin. This brought on a chill. He reached the house of a London friend, Mr. Strudwick, but he never left his bed afterward. In ten days he was dead. The exact date is uncertain. It was towards the end of August, 1688, between two and three months before the landing of King William. Bunyan was sixty years of age. He was buried in Mr. Strudwick's vault in the burying ground at Bunhill Fields.

CAME FROM DAMAGED STOCK

Idea of Blotting Paper Was the Direct Result of Act of Careless Workman.

Blotting paper, like many another valuable discovery, was found entirely by accident. One day in a paper mill in Berkshire, England, a careless workman forgot to put in the sizing and it was necessary to throw out the entire lot as spoiled. Later the angry proprietor sat down to write a note and possibly for reasons of economy used a sheet of the condemned paper. To his increased annoyance the ink spread all over the paper and he was about to give up in disgust when the thought struck him that it might be possible to use the paper for absorbing ink in place of the sand then universally used. After some successful experimenting he was able to dispose of his entire damaged stock under the name of blotting paper.

From that time on blotting paper came into general use. At first it was always pink in color, red rags being used. Red was a fast color and difficult to bleach, hence the red rags were useless in manufacturing writing paper. But as the color of blotting paper did not interfere with its usefulness, red or pink was as good a color as any other, and thus provided a means of utilizing otherwise wasted material.

Natural Mortar Beds.

Who invented mortar? Some prehistoric person, who in all likelihood hit upon the combination by sheer luck. The mortar used by the ancient Greeks and Romans was the same stuff that we use.

But nature was in advance of the human discoverer by some millions of years. In Texas and Kansas, extending over vast areas, is a geological formation known in that region as the "mortar beds." It is a stratum composed of sand, clay and lime, which, originally fluid, has "set" and become rock.

The process by which the sedimentary rocks of the earth were formed is successfully imitated in the sidewalk pavement of artificial stone, which is spread in a moist condition and allowed to dry. It is better for the purpose than natural stone—made in slabs larger than can be quarried and often formed with grooves so as to expand and contract without breaking.

Shame Makes One Forget.

Forgetting is a strange phenomenon. According to the modern psychologists, we are most apt to forget those things that we do not want to remember—especially those of which we are ashamed.

In an address on criminals who are on the border line of insanity, delivered recently before the Clinical Society of St. Elizabeth's Hospital, Washington, Dr. Leon Emile Duval told of many mentally unbalanced men who in their normal state could not remember disgraceful deeds they had done, and said this was to be explained on the basis that "it is the thing of which we are ashamed and which conflicts with the customs of society which is soonest relegated to the realm of the unconscious."

Tremendous Speed.

Fulminate of mercury, which is used as the original detonating charge in torpedoes, expands at a furious rate. A writer in the Illustrated World makes a comparison between this rate of expansion and an express train traveling at the rate of 60 miles an hour.

"Imagine," he says, "24,000 feet a second—instead of the 89 feet a second made by a mile-a-minute train—and you will know why fulminate of mercury going off in your hand will carry a finger with it and yet not burn your coat." That is the ultimate in speed.

Resisting the Devil

By REV. JAMES M. GRAY, D.D.
Dean of Moody Bible Institute,
Chicago.

TEXT—Resist the Devil and he will flee from you.—James 4:7.

There are two spiritual kingdoms in existence, the kingdom of light and the kingdom of darkness, and they are in continued, universal and deadly antagonism. At the head of one is Christ and at the head of the other Satan. The principal field of operations of these opposing kingdoms is the human heart.

Satan cannot be everywhere at once in his own person; but his messengers are legion, which makes it practically true of him that he is ubiquitous, attacking us both by suggestions of evil within and solicitations to evil without. His agents are not only demons, but bad men and women, bad literature, bad amusements, bad habits, bad examples, and when we are resisting these we are resisting him.

(1) The best time to resist him is at the beginning of the temptation, when we are at our strongest and the temptation at its weakest point. For example, have we ever known a drunkard who became one all at once? Did not the deceitful habit creep over his faculties by slow degrees until at last it controlled him? How many latent passions are there in the human breast which never would see the light were it not for the apparently accidental circumstance that first made them known to us? This suggests the carefulness with which we should select the books we read as well as the society in which we mingle.

(2) The temptations of Satan will be felt most powerfully at our weakest point, and each one of us has that point which is a predilection towards some special sin or error.

Gambling is an example of what is meant, since there is in almost every heart a desire to possess riches, and it requires only a slight bend in this current to turn the youthful mind away from honest labor and healthful occupation. Some wise man has said, "The way the tide of man's constitution runs, that way the wind of temptation blows."

(3) The devil often tempts us where we least expect it, and where we think ourselves least liable to fall. Abraham's name is a synonym for faith, and yet he fell through unbelief. Whenever we speak of patience we think of Job, and yet Job cursed his day. Moses was meek above all the men which were on the earth, and yet his lack of meekness, as exhibited in striking the rock at Kadesh, prevented him from entering the promised land.

(4) The devil can successfully be resisted only in the strength of God. That was the way David coped with Goliath when he said to Saul, "The Lord who delivered me out of the paw of the lion and out of the paw of the bear, he will also deliver me out of the hand of this uncircumcised Philistine." He was not trusting in his physical strength, nor his personal courage, nor his great skill in the use of the sling. All these were brought into active exercise. It is true, but yet he had learned to lean upon a power greater than his own and greater than which he opposed.

This gives significance to the latter half of the text, "Resist the devil and he will flee from you." We must do the resisting, but our victory over him is brought about by God. In other words, the reason the devil will flee from a man if he resists him is because he has been overcome once for all by the Son of God for all mankind.

O, what hope and encouragement is in those words, "He will flee from you." "Behold I give you power over all the power of the enemy, and nothing shall by any means hurt you," said Jesus to his disciples in Luke 10:19. What a compass there is in this declaration! The tempted Christian is in the wilderness of despair and hears the roaring of the satanic lion. He is traveling on a lonely road and remembers that he has an adversary with murder in his heart. He is in the fires of a fierce conflict and the angel of the bottomless pit is stirring up the flames. "O, thou God of life and light," he cries, "Is there no escape? Can I, not free myself of this? Shall my spiritual life be threatened every moment with spiritual death?" "No," is the answer of our Almighty God and eternal savior, "Resist the devil and he will flee from you."

Here is a clear command and a precious promise! May he who in his own person overcame our enemy give us diligently to obey the one because we faithfully believe the other.

Many of our prayers are like letters which are insufficiently addressed. They get lost in the dead letter office of heaven. There is not sufficient direction about them.—Donald Sage Mackay.

Only as we are true to ourselves can we be true to our friends. God's love must be perfect in us in order that we may love others perfectly.—E. V. H.