

THE SUNDAY SCHOOL.

Lesson IX.—Third Quarter, For Sept. 1, 1907.

THE INTERNATIONAL SERIES.

Text of the Lesson, Num. xiii, 17-20, 23-33—Memory Verses, 30, 31—Golden Text, Num. xiv, 9—Commentary Prepared by Rev. D. M. Stearns.

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Inasmuch as all that happened to Israel was an example for us to profit or take warning by and is written for our admonition (1 Cor. x, 11), it must be a grief to our teacher, the Holy Spirit, to pass by anything that He has written for us.

Murmuring and complaining was such a characteristic of Israel that if we laid to heart the way they thus grieved the Lord we would prayerfully seek to avoid either (x, 1). It is not easy to be in good health in a bad atmosphere, and we see even Moses affected by Israel's unbelief and questioning the possibility of giving such a congregation flesh to eat (x, 23).

Circumstances often become too heavy for us, and we are compelled to say, "I am not able" (xi, 14), but there is never anything too hard for Him, and He always has a way out for His own (Jer. xxxiii, 17; 1 Cor. x, 13). Joshua's jealousy for the honor of Moses (xi, 28, 29) is somewhat like that of the disciples who forbade a man to do miracles, because, as they said, "He followeth not us" (Luke ix, 49, 50). Chapter xii tells of the jealousy and envy of Miriam and Aaron, Moses' own and only sister and brother, and of Miriam's leprosy and healing. The Lord's revelation of Himself on behalf of His servant Moses makes us think of Isa. xli, 12, 13; He, 47, where there is strong consolation for all who are spoken against. See also Matt. v, 10, 12.

In the lesson of today concerning the sending forth of the spies and their report and the results it seems strange that Moses should send men to see whether the land was good or bad and whether the people were strong or weak, few or many (xv, 17-20), when God had said that He would drive out their enemies and bring them into a land flowing with milk and honey (Ex. xxxiii, 1-3). The word of the Lord should have been sufficient for faith to rest upon and go forward, but where was their faith, and where is ours when there is neither sight nor feeling nor anything but just the word of the Lord with everything seemingly against it. Consider our Lord's word to the ruler whose little girl had just died and also to Martha and Mary when Lazarus was dead and buried, "Be not afraid, only believe." "Said I not unto thee that if thou wouldst believe thou shouldst see" (Mark v, 36; John xi, 40), and see how faith must rest upon the simple word of God in spite of all circumstances.

Chapter xiii, 1, 2, with xxxii, 8, looks at first sight as if the sending of the spies was of the Lord and Moses, but the key to the situation is in Deut. 1, 22, where we hear Moses saying, "Ye came near unto me, every one of you, and said, We will send men before us, and they shall search us out the land and bring us word again by what way we must go up." It is therefore clear that the thought of spies came from the unbelieving people, Moses interfered in, and the Lord sanctioned it in the same way that He gave to Rahab permission to go because he insisted upon going and granted a king to Israel because they would have one. He often permits His headstrong, unbelieving people to have their own way, when they insist upon it, that they may learn by bitter experience how much better His way would have been.

Well, they went, and after forty days they return, bringing with them a sample of the fruit of the land and a majority and minority report. All acknowledged that it was as the Lord had said, "a land flowing with milk and honey" (verse 27), but ten had been so impressed with the sight of the walled cities and the giants and their own indifference that they insisted that Israel was not able to go up and take the land. Only two, Caleb and Joshua of the tribes of Judah and Ephraim, insisted that they should go up, for the Lord being with them, they had nothing to fear and were well able to take the land (verse 30 and xiv, 6-9).

The decision of the Lord was that the nation should wander in the wilderness forty years, a year for each day that they had spent searching out the land, till all that generation had fallen in the wilderness, and that of the 603,550 men of Israel (1, 46, 47) outside the tribe of Levi none but Caleb and Joshua should ever enter the promised land (xv, 20-28). The good land was only eleven days' journey from Horeb, so for forty years from the time they left Egypt they were always within eleven or twelve days' journey of rest and peace and never entered it. Read carefully the Holy Spirit's commentary in Heb. iii and iv.

In xvi, 19-21, see the first assurance that the earth shall be filled with the glory of the Lord and note that it will be in connection with the forgiveness of Israel as a nation. Compare Isa. xxvii, 6. Some cannot see this plan of God, but all might if they were teachable. Dr. Saphir has suggested that in the two men bearing the bunch of grapes (one cluster upon a staff we see the oneness of Scripture and its previous promises, which the Old Testament writers bear to us, but did not see clearly, while the New Testament writers see and bear also the man in front and the man behind the grapes). For proof see 1 Pet. 1, 10-12; Matt. xiii, 13, 17.

FIRE FIGHTING AT SEA

Methods of Extinguishing Flames on Board Ships.

RIGID DISCIPLINE THE RULE.

When the Alarm is Sounded Every Member of the Crew Has His Station and Carries Out the Particular Duty Intrusted to Him.

Of all disasters that can befall a ship none is more dreaded by the mariner than a fire at sea. Indeed, the annals of Lloyd's record few greater ocean tragedies and, be it said, no more conspicuous instances of gallantry and heroic effort than those connected with ships afloat.

No wonder, then, in view of the dreadful possibilities of an outbreak of fire on board, that a thorough knowledge of the proper steps to be taken in extinguishing the flames at the outset or at least holding them in check is expected of every officer from the captain downward.

Most vessels are nowadays fitted with hydrants, several on each deck, and in the case of large liners hose is kept in handy places, ready to be attached to the hydrants at a moment's notice. Moreover, every large passenger boat carries a number of portable extinguishers which can be strapped on a man's back. The spray from these is, of course, thin, but very effective in smothering small outbreaks where the fire has not secured too firm a hold.

Fire drill forms a weekly feature in the routine on every ocean liner. Every member of the crew liberally, from captain to cabin boy, has his "fire station" allotted to him, at which, when the signal is given, he takes his position and carries out the particular duty intrusted to him.

When an actual outbreak occurs the fire alarm is, if possible, avoided, so as to prevent panic among the passengers. Work is passed quietly around, the passengers being kept in ignorance as long as possible. In fact, more than one fire at sea has been extinguished without any suspicion on the part of the passengers that the cabin crew other than an ordinary one extinguished by the officers to give the passengers a chance of seeing what could be done in the event of the real thing occurring.

In many cases, of course, the passengers have to be informed, but the news is always broken as lightly as possible, and some special entertainment, a concert, a dance, theatricals, and so on, is got up to allay any natural feeling of nervous anxiety. Of course if the fire shows signs of becoming unmanageable the boats are got ready and swung out in case it appears necessary to abandon the ship.

Every boat on large liners is kept fully equipped, food sufficient for several days being contained in air and water tight tanks. The worst fires at sea are those which cannot be put out. These usually occur amid the cargo in the lower hold, and are often spontaneous in their origin. In such cases it is highly dangerous to open the hatches. The fire, which may have been smoldering for days, will naturally burst into a flame as soon as the air is admitted.

The proper course is to exclude the air every possible way, or, if necessary, even the ventilators are stopped up. If the hold is filled with steam pipes, the steam is at once turned on; otherwise holes are cut in the deck, just large enough to admit the nozzle of the fire hose, and water is vigorously pumped into the hold.

In one form of extinguishing apparatus, instead of steam or water, sulphurous fumes are injected into the hold, the fumes being generated in a machine specially fitted for that purpose. This injection method is highly effective and merely fails if the pipes are properly placed in each hold. The steam or fumes are turned on from the upper deck.

If a fire breaks out in the hold and assumes such dimensions that steam injection is powerless to check it, the vessel is, when possible, got into shallow water and, if necessary, beached.

In any case the sea cocks of the particular hold are opened and the hold allowed to fill with water. This can usually be done with very little fear of the vessel foundering, as modern built ships are divided into many compartments separated by strong water tight bulkheads of steel or iron. Such is the buoyancy of a vessel so constructed that instances have been known of a craft remaining afloat with only one or two of these compartments dry.

If the burning hold is a very large one and by flooding it with water there is danger of the vessel foundering, the cargo in another hold is thrown overboard or "jettisoned," as it is called at sea, to counteract the weight of water admitted into the first hold. As a last resource, the vessel, if in dock or shallow water, is scuttled by opening the sea cocks. This has been done more than once in Tilbury docks.

We seldom hear nowadays of fire breaking out in the passengers' quarters on large liners. The introduction of electric lighting on board ship has no doubt produced greatly to this improved state of matters. When a fire does break out in the cabin, it is usually soon detected, for a constant watch is kept by the officers and night stewards, who make periodical tours of inspection during the nocturnal hours.—Pearson's Weekly.

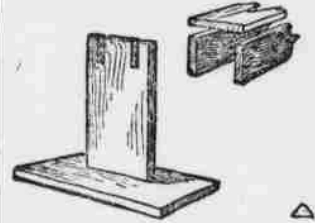
Look on the poor with gentle eyes, for in such habits often angels desire alms.—Massinger.

Farm and Garden

BOARD DRAINS.

As a Substitute For Tile They Will Last Many Years.

Drainage is a live subject with the farmers in the northwest, and many would be glad to do a great deal more of it if they were in a financial condition to do so. While the drains are considered the best, board drains will give very good service for a number of years and will enable the farmer to

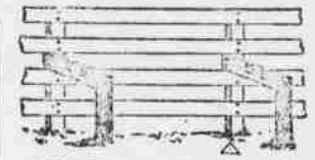


TO MAKE WOODEN DRAINS—FIG. 1.

raise later crops and thus provide himself with the means for buying tile later on. Board drains, especially where the ground is so wet that they are kept constantly saturated with water, will last for years. Farmers living in the districts where timber is cheap will find that such drains will answer the purpose very well without much expense. Such drains have been known to last twenty or twenty-five years, at which time they seemed to be in just as good a state of preservation as on the day they were put in.

To make wooden drains it usually requires two men, one to hold the boards in place and the other to nail them together. This method of making board drains can be improved upon by the use of a standard. This consists of an upright board three feet high, having notches cut into it six inches apart, one inch wide and several inches deep to hold the boards firmly. The boards are held in the notches, when the top board can be quickly and easily pulled on.

Another method consists of two boards driven into the ground about the



TO MAKE WOODEN DRAINS—FIG. 2.

feet from the fence, with notched boards nailed across from each post to the fence. With such a rig as this troughs can be quickly and easily made by one man alone.—Farmer.

The Berry Patch.

Before the red rust in the black cap or blackberry patch. When it appears it is once dug out and burn the refuse.

Remove the old machinery every season as they have finally also remove weeds, ruts, and low ones. Burn all such refuse at once.

Practice to cultivate and hoe the strawberry plants not last spring. When much runners are secured in each row, cut off all others just as if they were weeds.

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Two Fine Strawberries.

One of the best of the newer strawberries in the Senator Dunlap says an Ohio man in American Cultivator. It is a very early kind and keeps in bearing long enough to be classed also as a midseason variety. It is as reliable and productive as the Haverland and has a good color and pleasant flavor. The Dunlap and a good late kind like the Granville make a fine team for the strawberry grower. An important practical point is to put on straw enough for mulch and winter protection to last until the bearing season and keep the berries clean.

The First Bale of Cotton.

The season's first bale of cotton was sold in New York at 40 cents a pound for the 597 pounds in the bale, being a cent a pound better than the price realized on the cotton when it was sold at auction a few days ago at the Houston cotton exchange. It will be sent to Liverpool. This first bale of the cotton crop of 1907 was grown near Ritt, Tex., which state has a number of times had the distinction of shipping the season's first cotton.—Country Gentleman.

Dosing Fowls.

Dosing fowls to keep them healthy is one of the surest ways to make them sick. It induces the very diseases and disorders the poultryman fears, suggests American Agriculturist. Good management obviates the practice of dosing. The most successful poultrymen do not fuss with or coddle their fowls.

No Operation

Mrs. Malinda Akers, of Basham, Va., writes: "I had what doctors call 'prolapse,' and couldn't stand straight. I had pain in my back and shoulders, and was very irregular and profuse. Doctors said an operation was needed, but I couldn't bear the thought of the knife. After taking three bottles of Wine of Cardui, I could walk around. Can now do my housework and am in splendid health."

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