

SUNDAY SCHOOL.

Lesson V.—Third Quarter, For Aug. 2, 1914.

THE INTERNATIONAL SERIES.

Text of the Lesson, Mark xi, 1-11. Memory Verses, 7-9—Golden Text, Zech. ix, 9—Commentary Prepared by Rev. D. M. Stearns.

It is sometimes difficult to get the correct sequence of events in the life of our Lord, but it does seem from John xii, 1, 2, that the supper and appointing at Bethany took place six days before the passover and just before the so called triumphal entry of the lesson today, and yet the lesson on the anointing is not assigned us till Oct. 4. Well, the order of events does not always matter much if we see Himself more clearly and receive the message for our own hearts. The great event of this lesson is recorded in each of the four gospels and was a literal fulfillment of the prediction in Zechariah (our Golden Text), quoted in Matt. xxi, 4, 5; John xii, 15. Fulfilled prophecy is the key to that which is as yet unfulfilled, so we should confidently expect as literal a fulfillment of other predictions of Zechariah, such as those in Zech. ii, 10-12; vi, 12, 13; viii, 22, 23; xii, 9, 10.

After the night at Bethany, when Lazarus, whom He had raised from the dead, was one of them that sat at the table with Him (John xii, 1, 2), He and His disciples proceeded toward Jerusalem. On the way He sent two of the disciples to find an ass and colt tied in a village near by, saying that they should loose them and bring them to Him, and if any one asked why they were to say, "The Lord hath need of them" (verses 2, 3; Matt. xxi, 2, 3). The colt was one whereon yet never man sat, reminding us that He was Mary's firstborn and also that Joseph's new tomb had never been used till it received His body. The disciples are not mentioned by name, but as Peter and John were a little later sent to prepare the passover (Luke xxii, 8) they may have been the two sent on this occasion also. Whoever they were, they found even as He had said, unto them, both in connection with the colt and the man bearing the pitcher of water (Luke xix, 32; xxii, 10-12). So it always has been and will be, and whether in this life or the life to come.

Having brought the colt, they put their garments on him, and Jesus sat thereon. Many spread their garments in the road also, and others cut down branches off the trees and strewed them in the way, and the multitude as He came to the descent of Olivet began to rejoice and to praise God with a loud voice, saying: "Hosanna! Blessed be the King that cometh in the name of the Lord! Blessed be the kingdom of our father David!" and other words. Compare verses 7 to 10 and Luke xix, 35-38. The Pharisees found fault, as usual, and wanted the noise stopped, but our Lord said, "I tell you that if these should hold their peace the stones would immediately cry out" (Luke xix, 39, 40).

This lesson is called "The Triumphal Entry," and, while thus far there is some show of triumph, it was for our Lord a sad day—one of the three occasions on which we read that our Lord wept, the other two being at the grave of Lazarus and in Gethsemane (John xi, 35; Heb. v, 7). The record of this weeping is found in Luke xii, 41-43, and part of it is as follows: "He beheld the city and wept over it, saying: If thou hadst known, even thou, at least in this thy day, the things which belong unto thy peace! But now they are hid from thine eyes . . . because thou knewest not the time of thy visitation." Compare His other pitiful lament over the city in Matt. xxiii, 37-39. He saw the judgments which would come upon the city and nation, even as He sees the wrath which will fall upon the unbelieving.

The city was moved as He entered it and the question asked, "Who is this?" (Matt. xxi, 10, 11), reminding us of the same question concerning Him in Jer. xxx, 21; Isa. xliii, 1, the one referring to His first coming as our dayman, surety, redeemer, and the other to His coming in judgment. The reply of the multitude on this occasion, "This is Jesus, the prophet of Nazareth of Galilee" (Matt. xxi, 11), reminds us of the Jews reply to the question of Saul of Tarsus, "I am Jesus of Nazareth, whom thou persecutest" (Acts xxi, 5). Having entered the city, He went to the temple, headed some blind and lame people, and cast out of the temple the tables of the merchants and the benches of the sellers of doves, and the tables of the money-changers, and the benches of the sellers of doves, and the tables of the money-changers, and the benches of the sellers of doves.

I have been helped by considering the following suggestions from the incident of the ass' colt, typifying a sinner brought to and then serving the Lord Jesus: "Vain man would be wise, though man be born a wild ass' colt" (Job xi, 12, omitting the italics). Every sinner may be said to be found where two ways meet (Mark xi, 4), for he is in the broad way, and can step out of it into the narrow way if he will. Every sinner is bound by the devil, but may be loosed by disciples and brought to Jesus Christ and may acquire a Christ bearing.

CRIMINAL PROSECUTION N. H. OFFICERS

GOVERNMENT BREAKING OFF NEGOTIATIONS.

Final Refusal of the Company to Accept the Ultimatum of the Attorney General Precipitates the Most Far-reaching and Important Litigation Under the Anti-trust Law Ever Set On Foot.

President Wilson last night directed James C. McReynolds, Attorney General, to begin the biggest criminal prosecution ever contemplated by the United States government under the Sherman anti-trust law.

He instructed Mr. Reynolds to lay before a grand jury charges against the directors of the New York, New Haven and Hartford Railroad Company. Some of those directors are the most important financiers of the country.

Heavy Penalties Apply. Imprisonment and heavy fines are the penalties if convictions are obtained. The directors are accused of the formation of a gigantic traffic monopoly in New England, and crushing competition in interstate commerce.

Mr. Wilson also directs Mr. Reynolds to begin a civil suit for the dissolution of the New York, New Haven and Hartford Railroad Company, designed to cut loose its 336 subsidiary ship lines, trolley lines, steam lines, accumulated under one management in what the Interstate Commerce Commission recently styled "one of the most glaring instances of maladministration revealed in all the history of American railroading."

Basis of the Prosecution. This action followed the refusal of the directors of the New Haven to fulfill the agreement reached last January for the voluntary dissolution of the system. The directors balked at legislation just enacted by the legislature of Massachusetts to permit this dissolution.

The President's letter to the Attorney General follows.

"I have your letter of today, inclosing a copy of your letter of July 9 to J. H. Hustis, president of the New York, New Haven and Hartford Railroad Company, which together disclose the failure of the directors of the New York, New Haven and Hartford Railroad Company to comply with the terms of the settlement proposed by them and accepted by us in the matter of their railroad holdings. Their financial decision in this matter causes me the deepest surprise and regret.

"Without Justification."

"Their failure upon so slight a pretext to carry out an agreement, deliberately and solemnly entered into, and which was manifestly in the common interest, is to me inexplicable and entirely without justification.

"You have been kind enough to keep me fully informed of every step the Department took in this matter and the action of the department has throughout met with my entire approval. It was just, reasonable, and efficient. It should have resulted in avoiding what must now be done.

"In the circumstances the course you propose is the only one the government can pursue. I therefore request and direct that a proceeding in equity be filed, seeking the dissolution of the unlawful monopoly of transportation facilities in New England now sought to be maintained by the New York, New Haven and Hartford Railroad Company, and that the criminal aspects of the case be laid before a grand jury.

"With much regard, sincerity yours."

"WOODROW WILSON."

Mr. Reynolds' letter to the President:

"Dear Mr. President: "Some days since I reported to you that the board of directors of the New Haven Railroad had advised me that they would not carry into effect the approved proposals made by them last winter for bringing the affairs of that company into harmony with the Federal statutes.

"Following your direction, I wrote to the president of the company on July 9th, and expressing your views and my own in opposition to the position assumed by the board. A copy of that letter is attached hereto.

"Saturday last I received a request to confer with a committee composed of members of the board on yesterday—Monday. They came here, and we discussed the situation. I emphasized the position of the government, as outlined in my letter of July 9, and energetically called attention to the results which would necessarily follow adherence to the position taken by them. They refused, however, to admit any obligation to conform to the Massachusetts enactment, and firmly declined to carry into effect their own proposals for an adjustment.

you have been good enough to express satisfaction therewith. It seems however, not inappropriate again to remind you of some aspects of the general situation.

"Prior to 1908 the attention of the Department of Justice was called to the unlawful combinations, and monopolies in which the New Haven Railroad was the principle party; and in May of that year a proceeding under the Sherman law was instituted, wherein the government sought to correct certain of the existing evils. This suit was dismissed June 26, 1909. Thereafter, the monopoly proceeded to strengthen its hold upon the carriers of New England.

"By the time your administration began the New Haven and the Boston and Maine Railroad had been reduced to the unfortunate condition now unhappily too well known; their securities, widely distributed among small investors, had sunk enormously in value, and the commerce and industries of all New England were under severe strain.

Instructions to Gregory. "Directly after assuming this office being convinced that the situation demanded a thorough investigation by capable counsel, I retained Mr. T. W. Gregory, well known to you, and whose ability, industry, and integrity was unimpeachable. In due time he reported the results of his researches, and I instructed him to prepare for filing at the earliest possible moment a proceeding in equity to prevent further violations of the law. Before this could be accomplished the railroad company elected a new chief officer, and he earnestly asked to enter upon negotiations with me looking toward an adjustment without the necessity of suit. You have been familiar with the outcome; and, as the terms of the plan agreed on were published, they became generally known.

"Because of the important consequences involved directly to New England and immediately to the rest of the Union, it seemed most important: first, to accomplish, if possible, a restoration of lawful conditions in the transportation facilities of that section with the least possible further distress to impoverished investors and unsettled industries; and I have acted accordingly.

Its Criminal Aspect.

"The criminal aspects of the case have been kept constantly in mind; much data bearing thereon was collected months ago; and care has been exercised to permit nothing which might interfere with proper prosecution at the appropriate time. We have not held out the slightest hope that parties guilty of violations of the law would escape.

"In April and May last, there being indication that the Interstate Commerce Commission, by examining their might immunize certain central figures in the unlawful arrangement, it was asked to consider the effect of such action. Nevertheless, Mellen and perhaps others, flagrantly culpable, were put upon the stand, and instituted probably will be embarrassed by a claim of immunity interposed in their behalf.

"With the utmost patience and an intense desire to force the law in such way as to bring no unnecessary hardship upon New England or the unfortunate holders of the railroad securities, we have sought to compel a restoration of lawful conditions, but as I believe, without proper justification, the board of directors resolutely decline to proceed under an approved arrangement adequate to that end altogether fair.

"I am of the opinion, therefore, that the time is at hand when we should file a proceeding in equity, seeking the dissolution of the unlawful monopoly of transportation facilities in New England, and that the criminal aspects of the case should be laid before a Federal grand jury.

"If these suggestions meet with your approval I will immediately give the necessary directions. Faithful yours,

"J. C. McREYNOLDS, "Attorney General."

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Notice to Teachers.

The Franklin County Institute for teachers will begin August 17th. Superintendent W. R. Mills will conduct the Institute and will be assisted by Miss Lila Cobb of Goldsboro, N. C.

Section 4167 of the Public School Law, states that all teachers wishing to teach in the Public Schools of the State must attend an Institute or some summer school of reputable standing. Therefore, every teacher in Franklin County, who is not attending a summer school will be expected on August 17th. We are going to put forth every effort to make these two weeks both pleasant and helpful.

The colored Institute will be on the same date, conducted by Prof. C. W. Reynolds, of Winston-Salem, N. C.

Edward L. Best County Superintendent

Notice.

Having qualified as administrator of the estate of Scott McKnight, deceased, 1st of Franklin County, this is to notify all persons holding claims against his estate to present the same to the undersigned on or before the 8th day of July, 1915 or this notice will be placed in bar of their recovery. All persons owing his estate will come forward and make immediate settlement. This July 8th, 1914. D. H. GILL, Admr. 7-10-14-p.

To The Public.

July 1st: I severed all connections with the operations of the Franklin Hotel in Louisburg, and have leased same to Mrs. L. T. Babcock, who now has the business solely in charge, I not having any interest whatever in the management or responsibility of the same. This July 8th, 1914. Geo. W. Ford.

Green Hill Soap, Star Brand Soap, War's Best Soap. The best soap, made of pure long standing, and used by the wonderful, old reliable, Dr. Perry's "Antiseptic" Soap. It relieves Itches and Burns at the same time. 25c, 50c, 75c.

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