

Dealing With Those Who Say "Not Now"

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TEXT—For he saith, behold, now is the accepted time; behold, now is the day of salvation. II Cor. 6:2.



Let us consider first the cause and then the cure. Perhaps there is some habit which must be abandoned, or some companion who must be dropped, or some unpleasant duty which must be done. It may be only the natural inertia of the soul which shrinks from grappling with a subject so serious, but more likely there is some secret sin which the man is unwilling to abandon. The real cause is that the man is not willing to surrender his will to God. He wants his own way, and though he flatters himself that he will yield to God by and by, he is not willing to do it now.

Whatever the cause, the cure is always the same—God's Word. Ask the man by whom he expects to be saved, if he is ever saved. He will answer, "God alone can save me." Emphasize that thought by having him read aloud John 6:44, "No man can come to me, except the Father which sent me, draw him." Call his attention to

God's Command. Acts 17:30, God "now commandeth all men everywhere to repent." After he has read the verse ask him if God has a right to make such a command. Ask him if he, who is dependent on God for salvation, has the audacity to refuse to obey this plain command. Show him the consequences of such a refusal. Proverbs 1:24, 25, 26, 28, "Because I have called, and ye refused, I have stretched out my hand, and no man regarded; I also will laugh at your calamity; I will mock when your fear cometh; then shall they call upon me, but I will not answer; they shall seek me early, but they shall not find me."

II Cor. 6:2, "Behold, now is the accepted time; behold, now is the day of salvation." Show him that God's time is the best time, and the only sure time. There is no certainty that he will be accepted tomorrow, but there is a positive promise for today. Make him realize that the habit of putting off duty will grow constantly stronger, and that ten years from now he will be less disposed to repent than he is today. Show him that there must be some moment of definite surrender to God, and that no lapse of time will make that surrender any easier. Indeed, it will grow harder as the years pass by, and if he puts it off, the chances are that he will never do it.

Proverbs 27:1, "Boast not thyself of tomorrow, for thou knowest not what a day may bring forth." Show him that in putting off repentance he is reckoning upon the continuance of life which is entirely uncertain. Remember that Satan is persuading him in his subtle way to wait a little longer. The old serpent does not dare suggest that he never repent, or even that he put it off a long time, but he cunningly says, "Not now."

Occasionally a soul may be won by taking the devil's side of the argument, and pleading his cause so boldly that the absurdity of his reasoning is apparent. A friend of mine at a Northfield conference was asked to speak to a young man with whom many had labored in vain. Meeting him alone one day, he said to him, "These people in the hotel are bothering you a good deal on the subject of religion, are they not?" The man blushed and admitted that he had been somewhat annoyed. Then followed a conversation something like this:

"You don't need to give any thought to this matter for a long time yet. You had better put it off for at least a couple of years, don't you think so?"
"I am not sure it would be well to put it off so long as that." "Why not?" "Because I might not live two years." "That is true. Well, put it off one year. That is safe enough, is it not?" "No, I don't suppose it is entirely safe, for I might die in one year." "Sure enough, you might. Well, put it off six months. Are you willing to do that?" The young man hesitated. "Call it three months. Will you promise not to think of it for three months?" "I wouldn't like to promise that." "Why not?" "Because I might die in three months." "Will you promise not to think of it for a week?" "That is safe enough, isn't it?" "No one can be sure of a week, I suppose." "You are certainly sure of one day, aren't you?" "No, not positively sure of even one day." "Well," said my friend, "if you are not sure of even a single day, hadn't you better give your heart to the Lord now?" And he did, right then and there.

Let's All Repeat Fervently. One of the most concise and meaty prayers ever offered was that of an earnest New England deacon. "Lord, give us grace to know Thy will and grit to do it."

Afternoon Gown of Taffeta and Ribbon



DISTINCTLY in the new French mode, this gown exemplifies how far it has departed from the clinging fabrics and long lines that have prevailed through many seasons. Comparisons are odious, but, like the Athenians, the moderns are always looking for something new, and hence the new modes. Some of them are destined to die an early death and the best that can be said of many of them is that they furnish a cue to designers who take them up and improve upon them.

In the gown pictured the employment of wide, plaid ribbon in bodice and skirt is a feature that is destined to live. The easy and comfortable adjustment of the bodice, and its usefulness for outdoor wear, are commendable. It answers the purpose of a little coat, finished with a standing frill of double taffeta about the neck and sleeves, and the suggestion of a basque in the narrow frill about the waist.

The plaid ribbon forms a yoke slightly full about the waistline, to which the lower part of the skirt is sewed. The seam shows a piping in the ribbon. Except for the yoke the skirt is made of taffeta laid in narrow side platts, and finished with a double frill of taffeta about the bottom. Two similar frills are placed just below the knees.

The skirt has novelty to recommend it, but is not graceful. The yoke is

almost plain about the hips, and all the lines made by frills and joinings extend straight around the figure, lessening its height. No natural curves of the body are followed, and in fact the body is encased in the skirt instead of being draped with it. The design is suited to a slender figure of medium height. It would be grotesque on a short, plump figure and awkward on a tall, slim figure.

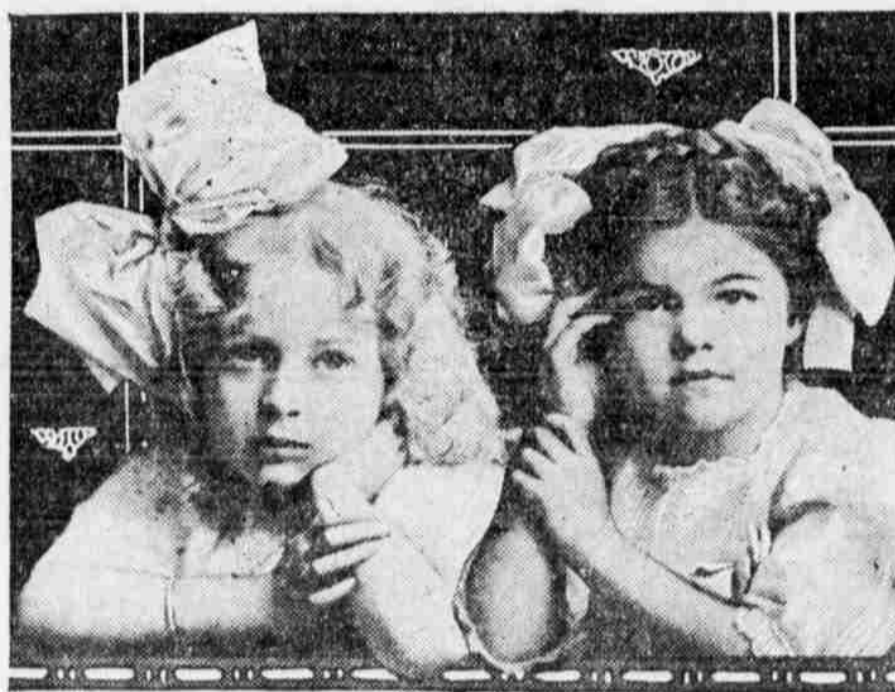
The yoke with side platted skirt attached has been worked up quite successfully by making it an overskirt finished with a frill at the bottom, falling over a plain skirt. The overskirt is weighted a little and slopes downward toward the back. The underskirt is full enough to admit of freedom in walking.

One of those hats with flat, flaring brim mounted over the side of a crown is faced with chiffon which extends beyond the edge of the brim in a frill. The bandeau is covered with ribbon finished with a small bow at the right side. The plateau is of straw braid and trimmed with a wreath of small flowers in vivid colorings. It is a smart and attractive model.

Plaid and figured taffeta ribbon play a very important part in the construction of gowns and wraps. They are formed into flounces, edging wraps shaped like short capes and other suggestions of the dolman of days gone by.

JULIA BOTTOMLEY.

How Little Girls Wear Their Hair



LITTLE girls are privileged to wear their hair in ringlets or ripples or bobbed or short. And they may have it braided in neat and shining strands and still be fashionably dressed as to their heads. And at the front the hair may be trimmed across the forehead in a bang or parted in the middle or at one side. No one style has been adopted as better than another, but there is a growing fondness for old-fashioned curls such as the little daughters of colonial dames wore with such demure pride.

But however the mother may determine to dispose of the matter of dressing her darling's head, one thing is certain, ribbons of some sort will be introduced in the scheme to the joy of the wearer and every one within sight of her. Plain wide taffeta holds first place in popular favor for hair bows and is not likely to be displaced. It is crisp, with a crispness that remains, and made in every color of the rainbow and many more.

Two arrangements of ribbon bows are shown in the picture. The bow at the left is made of ribbon, six or more inches in width, tied in a pair of loops and two ends; that is in the simplest

of bows and known as the Alsation bow. It fastens in a strand of wavy hair at the left side and its business is to be purely ornamental.

At the right, the hair is braided in two smooth braids, starting at the nape of the neck. They are wound with small strands of hair at the ends and wrapped about the head. The ribbon is in one length. One end is tied about the braids at the left side in a bow showing two loops and a short, slanted end. The ribbon is brought over the top of the head and tied in the same sort of bow at the right side. The braids are actually tied together by the ribbon.

This style is neat and substantial, and is said to encourage the growth of the hair.

When taffeta ribbon becomes crushed from tying it is easily freshened. It should be dampened by rubbing it with a clean moist piece of white muslin or linen. When it is evenly dampened place it on the ironing board and spread a clean piece of white tissue paper over it. Iron it dry, under the tissue paper, with a moderately hot iron.

JULIA BOTTOMLEY.

HIGHWAY IMPROVEMENT

MAKING GOOD GRAVEL ROADS

Enough Crude Oil is Applied to Make Bed Impervious to Moisture—Roll Down to Suit.

It looks like the bulk of money is larger than the faculty for building. What we want are good roads not for coasting purposes, but for the good of the traveling public. We have had some experience in gravel roads and the best ones are made in this way, says a writer in the Iowa Homestead. We locate the center of a well-formed road bed, then four feet each way from center we open out a gravel bed eight feet wide and twelve or fifteen inches deep, depending on the kind of soil. The road bed is filled with coarse gravel mixed well with clay, or earth, and crude oil



Excellent Type of Gravel Road.

enough to make it a bed impervious to moisture. This bed is well packed for all heavy freight. The surface bed upon this should be of finer gravel about eight or ten inches deep and from the center each way should be from eight to ten feet making a top bed from sixteen to twenty feet wide with the edges well wrapped up with earth. Then the whole is rolled down to suit the form of a good road bed. The oil bed being underneath the seasons will evaporate the oil and harden the finer gravel sides of the road so as to make a fine driveway for coasting and light traffic.

Flint or limestone is the best. Money is being thrown away by the use of sandstone as a road bed because of the fact that when it is rolled down and crushed into form it is only a short time until the frost has it in such shape that it proves worthless. Never hammer or crush the sand rock. The better form can be made of sandstone by getting the rocks in good building material form to be used only on soft, wet land, laying them in mechanically to make the eight-foot road bed and covering with the oil, clay and shell. Always put the oil bed underneath and in that way save all the fine particles to harden the road bed.

DIFFERENT TYPES OF ROADS

Much Work Done by Department of Agriculture During the Fiscal Year of 1912-1913.

(Prepared by the United States Department of Agriculture.)

Over four hundred and eighty thousand square yards of different types of roads for experimental and object lesson purposes were constructed during the fiscal year 1912-1913 under the supervision of the office of public roads, United States department of agriculture, according to bulletin 53 of the department, making a total of over four million square yards of road constructed under the supervision of this office since 1905.

The types of roads built were brick, concrete, oil-cement concrete, bituminous concrete, bituminous-surfaced concrete, bituminous macadam, surface treatment, macadam, asphalt-slag, oil-asphalt-gravel, oil-gravel, oil-corralline, gravel-macadam, gravel, slag, sand-clay, sand-gumbo, burnt-clay, shell and earth. The object lesson and experimental work during the past year was done at a cost to the local communities of \$139,841.89. This does not include the salaries and expenses of the department engineers.

The road work during the year was done in Arkansas, Florida, Georgia, Kentucky, Maryland, Mississippi, Nebraska, North Carolina, South Dakota, Tennessee, Texas, Virginia, Wisconsin and the District of Columbia.

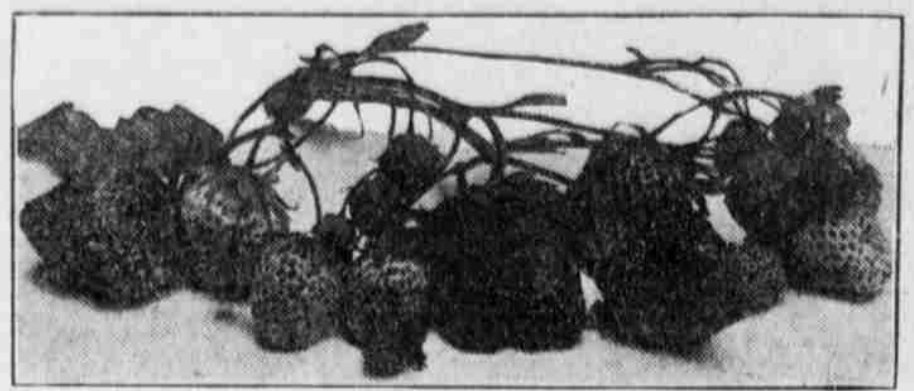
What Bad Roads Cost.

To carry a ton one mile by sea costs one-tenth of a cent; by railroad, one cent. To haul a ton over good roads costs seven cents a mile; over ordinary country roads, 25 cents a mile. Mud tax and hill-climbing tolls, therefore, amount to 18 cents a mile.

Cost of Poor Roads.

Poor highways lessen the profit of labor, increase the cost of living, burden the enterprise of the people, dull the morality of our citizenship and hold down the educational advancement of the country.

RAISING STRAWBERRIES AND SMALL FRUITS



Strawberries, Luscious and Delicious, One of the First Fruits of Summer, and Easy to Raise.

Every farmer and all others who have the room should raise some small fruits for the family. There is nothing more healthful. Very little care is needed after the plants are once started. Gooseberries and currants are also excellent for the table, and do not require as much attention as strawberries.

If a new strawberry bed is to be set out this spring, select ground that has been one year in corn, and one year in potatoes, which has been heavily dressed with barn-yard manure and is deep and well pulverized—such land is free of weeds and is infested with the white grub, or with wire and cut worms.

Land that has been dressed with manure last year will not need manuring this spring. Have ground plowed when dry enough to work and thoroughly harrowed. Mark off the rows four feet apart, spread one large handful of some good bone phosphite in

it. Plant the varieties that succeed best in your neighborhood.

Currants and gooseberries become wormy by the maggot of a small fly. The fly pierces through the skin of the young fruit and injects an egg. When the currants are fully ripe the maggots drop out and enter the ground, where they pass the winter.

From the nature of the attack it is impossible to cope with this pest by any spray. The only vulnerable period in the life history of the currant maggot is when the insect has entered the ground. A light cultivation of the soil during the late fall will tend to mash some of the worms in the ground and will help in protecting next year's crop. However, since these plants have very shallow roots, care must be taken not to injure the root system of the bushes.

Chickens do considerable good if allowed to scratch out the maggots at the base of the plants. It might be well to pick the entire crop early before any of the maggots escape. The fruit could be used for jellies and the presence of the worms does not impair the quality of the preserves.

As it is, a good many worms in currants are unconsciously used by every housewife.

GOOD SUGGESTIONS FOR TRANSPLANTING

Great Deal of Care Is Essential in Observing Few Important Though Simple Rules.

In order to successfully transplant, a great deal of care is necessary in observing a few important, though simple rules.

If possible, choose a cloudy day for this work, or do it in the evening. Water the plants so that the soil is thoroughly saturated; then lift the seedlings carefully with plenty of soil, and gently separate the plants.

With a sharp knife, remove about two-thirds of the leaves and stems, and then puddle the roots. On no account should the wind or sun reach the roots, even for a moment.

The holes should be ready to receive the plants. Fill them with water, and set the plants firmly into the soil, pressing the soil carefully about the plants, drawing dry soil on top of the wet soil.

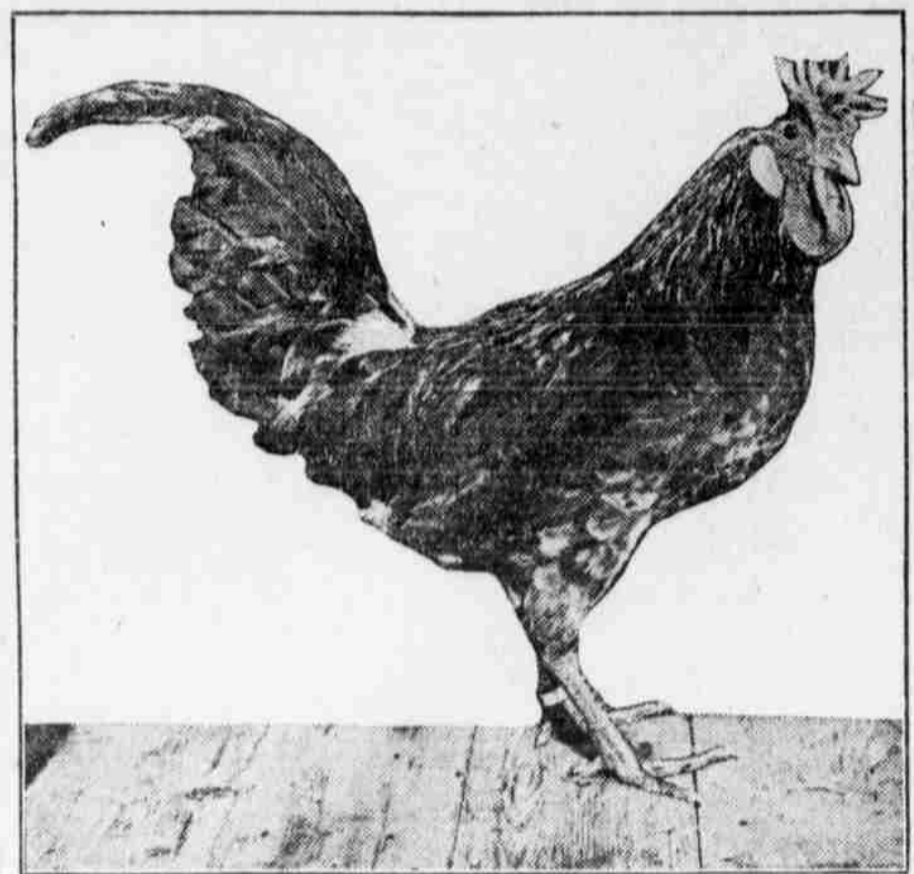
If the sun shines, shade the plants for a few days.



Currants and Gooseberries—Two Prolific Bush Fruits.

every three feet of row—this will be at the rate of 400 pounds of fertilizer to the acre. Set the plants 15 inches apart in the row, being careful to keep the heart of plant above ground. The best method of planting is to run a shallow furrow with the one-horse plow for the large garden or with the hand plow for the small garden, then dip the roots of the plant in a mixture of cow manure and fine soil, spread out the roots and cover with the fine soil. By having the roots spread out the plants will take root quickly, making a strong, healthy growth. When plants are put in with the dibble, the roots are crowded into a narrow space and they never make as large, stocky plants as those planted as described above. It takes a little longer to set plants by this plow, but it pays to do

BUTTERCUPS—MOST RECENT CHICKEN BREED



Buttercup at the Poultry Show.

(By E. VAN BENTHUYSEN.)

The display of Buttercups at the recent Grand Central Palace show in New York, more fowls were shown of that breed than had ever been cooped in any other show. They are among the most recent breeds to be taken up by the American breeders, and though they are of an old Sicilian breed, have been prominent in this country for a comparatively short time.

The breed is becoming more and more popular in other countries. They are egg machines as are most of the other Mediterranean breeds. They lay well, shelling out large white eggs, and are light feeders. The comb differs from that of any other breed. It starts back from the beak single, runs back a little way and then divides, each side forming one side of a circle or cup, that should be round,

not oval, and is surrounded by many sharp spikes.

The color of the male is bright red, with black tail; the female is of a golden buff color, with body feathers barred across, showing a sharp contrast in colors of black and buff; neck and breast a clear buff; both sexes with green legs.

The American Buttercup club was formed in 1912. The third annual meeting was held in connection with the recent Grand Central Palace show. Club members number 600. The English Buttercup club was formed in 1913, and at the recent Crystal Palace show, 81 specimens of the breed were exhibited. The best showing ever made of a new breed on its first appearance. Enthusiasts of the breed claim for it the distinction of being the future hope for the reduction of the high cost of living.