

THE DEATH OF KING SAUL AND THREE OF HIS SONS IN THE DEFEAT OF THE ISRAELITE ARMY BY THE PHILISTINES AT MOUNT GILBOA LEFT THE THRONE OF ISRAEL VACANT. TWO MEN NOW CONTENDED FOR MASTERY IN ISRAEL. ONE WAS DAVID, SAUL'S SON-IN-LAW, WHO HAD REBELLED, AND LATER BECAME KING OF THE TRIBE OF JUDAH.



THE OTHER WAS SAUL'S ONLY SURVIVING SON, ISHBOSHETH, WHO HAD ESCAPED FROM THE BATTLE FIELD WITH ABNER, HIS FATHER'S GENERAL.

THE TRIBES EAST OF THE JORDAN HAD BEEN LOYAL TO SAUL, AND THEY READILY ACCLAIMED HIS SON AS THE RIGHTFUL KING OF ISRAEL.

ABNER LED AN ARMY AGAINST THE PHILISTINES, AND THEN TURNED TO FIGHT DAVID. LATER, ABNER AND ISHBOSHETH QUARRELED.

SHORTLY AFTER ABNER'S DEATH, ISHBOSHETH WAS MURDERED BY TWO OF HIS SOLDIERS WHO HOPED TO BE REWARDED BY DAVID. DAVID PROFITED BY THE ELIMINATION OF HIS RIVAL BUT, NEVERTHELESS, HANGED THE MURDERERS. ALL THE TRIBES OF ISRAEL, EAGER TO BE REUNITED AS ONE NATION, NOW CALLED DAVID TO BE THEIR KING.

HIGH LIGHTS OF HISTORY

King David's Glorious Reign.

By J. CARROLL MANSFIELD

ABOUT ONE THOUSAND YEARS BEFORE THE BIRTH OF CHRIST, THE CELEBRATED KING DAVID CAME TO THE THRONE OF ISRAEL. AT THAT TIME THE TWO MOST POWERFUL NATIONS OF THE WORLD, ASSYRIA AND EGYPT, WERE IN A TURMOIL OF INTERNAL STRIFE, AND BOTH WERE FORCED TO TURN FROM FOREIGN CONQUEST. THUS, FOR THE TIME BEING, THE LITTLE HEBREW NATION WAS ABLE TO DEVELOP AND EXTEND WITHOUT SERIOUS OPPOSITION.



IN HIS EARLY YOUTH THAT BETH-LEHEM, HIS BIRTHPLACE, DAVID HAD WATCHED HIS FATHER'S FLOCKS.

IN COMING TO THE THRONE, DAVID, LIKE SAUL, SET OUT TO WIN THE HEARTS OF THE ISRAELITES BY DRIVING BACK THEIR ENEMIES. IN TWO HARD FOUGHT CAMPAIGNS HE DEFEATED THE PHILISTINES.

DAVID DESIRED TO MAKE ISRAEL NOT ONLY FREE BUT A STRONG, LASTING NATION. TO THIS END HE INSPIRED HIS PEOPLE WITH PATRIOTIC ZEAL, AND TRAINED THEM TO BELIEVE THAT THEY WERE A SINGLE NATION AND NOT MERELY A LEAGUE OF TRIBES.



DAVID WANTED A WELL FORTIFIED CITY FOR THE CAPITAL OF HIS KINGDOM AND SELECTED JEBUS, A TOWN STILL HELD BY THE CANAANITES, WHO WAS WELL SITUATED FOR COMMERCE, AND PROTECTED BY HIGH WALLS AND A CASTLE ON MOUNT ZION.

DAVID TRIED TO SECURE THE CITY BY PEACEFUL MEANS, BUT FAILED, AND WAS OBLIGED TO TAKE IT BY FORCE. HOWEVER, HE SPARED THE INHABITANTS, CONTRARY TO THE CUSTOM OF CONQUERORS IN THOSE DAYS AND PERMITTED THEM TO REMAIN.

THE NAME OF THE CITY WAS CHANGED TO JERUSALEM, AND, WITH THE AID OF PHOENICIAN BUILDERS, DAVID CONVERTED THE CASTLE ON MOUNT ZION INTO A PALACE FOR HIS OWN USE.



TO HOLD THE SUPREMACY HE HAD WON, DAVID MAINTAINED A LARGE, WELL-DISCIPLINED STANDING ARMY.

DAVID MADE JERUSALEM THE CENTER OF THE NATIONAL WORSHIP OF JEHOVAH, AND HAD THE LONG-NEGLECTED ARK OF THE COVENANT PLACED IN THE ROYAL PALACE. THIS ACT ADDED TO DAVID'S POPULARITY WITH HIS PEOPLE.

DURING DAVID'S REIGN, ISRAEL ENJOYED HER GREATEST PROSPERITY AND POWER. HER ARMS WERE VICTORIOUS THROUGHOUT SYRIA. HER ANCIENT ENEMIES WERE CONQUERED, AND STRONG NEIGHBORING NATIONS SOUGHT HER FRIENDSHIP. THE KING OF THE PHOENICIANS, HIRAM OF TYRE, MADE A FRIENDLY ALLIANCE WITH DAVID THAT LASTED MANY YEARS.

LATER, ABSALOM'S FORCES WERE ROUTED, AND THE PRINCE, FLEEING FROM THE BATTLE, WAS OVERTAKEN BY HIS PURSUERS WHEN HIS LONG, FLOWING HAIR CAUGHT IN THE GNARLED BRANCHES OF A TREE AS HE RODE PAST. WHILE SUSPENDED IN THIS POSITION, HE WAS PUT TO DEATH BY JOAB, HIS FATHER'S GENERAL.



THE LATTER PART OF DAVID'S REIGN WAS SADDENED BY THE ATTEMPT OF HIS SON ABSALOM TO SEIZE THE THRONE. THE PRINCE GATHERED SUCH A LARGE FOLLOWING THAT DAVID FLED FROM JERUSALEM, AND ABSALOM OCCUPIED THE CITY.



DAVID'S GLORIOUS REIGN LASTED ABOUT 30 YEARS, AND AT HIS DEATH HE LEFT AN EMPIRE THAT STRETCHED FROM THE EUFRATES SOUTH TO THE RED SEA.

If You See This Page Each Week You Will Have a Complete History of Man.

TEN STOCK AUTOS MAKE LONG RUNS

One Car Covers 610 Miles in Ten Hours; Abnormal Speeds Obtained

From January 14 to May 23, ten LaSalle stock cars, taken from the standard production line by the experimental department of the Cadillac Motor Car company, have run up the amazing total of 26,629 miles. In the month of February four of these cars were each driven more than 25,000 miles, one car covering 610 miles in 10 hours. Since the average motorist totals, under ordinary driving conditions, about 10,000 miles a year, this remarkable mileage represents for each car two and a half years of usage crowded into one month's driving. Taking half a dozen of these production line cars at random, the total mileages of each of these cars during the last four months as shown by mileage records kept

at the factory are 26,328 miles; 45,652 miles; 46,276 miles, 41,650 miles; 19,565 miles; and 35,199 miles respectively. What this mileage really indicates is not revealed by mere figures, for the condition under which it was rolled up were far more severe than would be encountered by the private LaSalle owner.

Day and night, wet or fine, rain or snow, under the most exacting conditions at the General Motors Proving Grounds and on the open road, the cars are driven at abnormal speeds under the supervision of a staff of experts eager to detect the slightest sign of inefficiency or protest.

Among these cars were the two LaSalle's that made the run from Detroit to Los Angeles and back in record time, and the car that hurled the speed track at the General Motors Proving Ground at 105 miles per hour and which paced the Indianapolis race on Memorial Day.

Daily in the experimental garage at the factory the mileages of each car are accurately tabulated on a board, the distance covered during the day and during the night being registered separately and the grand total of each car brought up to date.

This extensive research acts as a triple check on the car's performance and dependability. Although the Cadillac Motor Car company pre-proved the car in its experimental state over a period of four years prior to its introduction, it has continued this work to measure the performance of standard production LaSalle's driven under maximum stress and strain and under extended hours of top speed.

that the Orient is having its troubles with traffic conditions, and the Shanghai Municipal Council is investigating this. The advent of mechanical transport has intensified the problem of traffic because of its different character. There are many man-handled vehicles in the Orient and these are so slow in speed and so utterly different from mechanical traffic units that the existence of the two side by side in the same streets presents very serious problems of service and control. In Shanghai the following wheeled vehicles were li-

Orient Having Trouble With Traffic Conditions
A recent commerce report says

censed last year: 10,346 bicycles; 21,000 jinrikishas; 18 pedicabs; 522 hand trolleys; 1,256 hand cars and warehouse trucks; 11,200 wheelbarrows; 1,796 hand cars; 568 horse-drawn carriages; 24 horse cars and vans; 464 motorcycles; 4,101 motor cars; 744 motor vans and trucks; 50 motor buses; 90 rail tractors and 90 tramcar trailers, as well as 58 railless trams. This extraordinary diversity of traffic types gives Shanghai its peculiar problems.—Motor Chat.

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NEW ENGINE GIVES TRUCK MORE POWER

More Economy, Quicker Pick-Up and Smoother Operation Secured

A great step forward in Graham Brothers history—and in motor truck development—has just been taken. A new, greater performing four cylinder engine built by Dodge Brothers, Inc., now replaces the former powerful and economical engine which has been used in Graham Brothers trucks for six years. Announcement of the introduction of the new engine is made by Bonesteel Auto company, local Dodge Brothers and Graham Brothers dealer.

More power, more economy, greater speed throughout the range of usual operation, quicker pickup and smoother, quieter operation at all speeds result from the use of this great new motor, according to Ernest Bonesteel.

"An inspection of the engine is a revelation to those who are familiar with truck power plants and must impress even the layman with the clean cut design, obvious strength and accessibility of working parts. So impressive are the improvements over anything that has gone before that the most conservative of the many engineers who have studied it have commended its performance.

"The new engine is fitted with a sturdy, heavy-duty transmission and a large single plate clutch, both designed for truck service. "While the engine is a new design, the time-tried qualities of the one it replaces—which is serving thousands of truck owners so well—are retained. "A material increase in power has been obtained through the combination of a new design of intake manifold, a section of which is heated by the exhaust gases, and a redesigned combustion chamber. The shortness of the new intake manifold and its "hot-spot" also results in materially quicker acceleration, better gasoline mileage and greater speed.

"The smoother flow of power resulting from the changes in the engine itself has been augmented by increased rigidity of the engine supports. This reduces vibration to a minimum and permits much smoother operation at all speeds and under all driving conditions. "The distributor is mounted on top of the new engine, thus eliminating the possibility of trouble from water and dirt which might enter through the radiator or the fountains in the sides of the hood. "The location of the water pump has been improved by placing it at the rear of the engine. From the pump the water goes directly to the rear end of the cylinder block, which is always the hottest part. From there it flows forward to the radiator where it is again cooled. "The long hand brake lever has been fitted with double ratchet and improved release and is exceptionally convenient for quick action by the driver. "Throughout the engine, improvements have been made toward the ideal of the best possible performance at the lowest operating cost."

At the conclusion of the trip the car was functioning perfectly, the driver declared and expressed his intention of making the return trip in his new car.

OLDSMOBILE DEALER TO MAKE LONG TRIP

(Continued from page 1.) my country convinces me that my contemplated drive will be uneventful," said Dr. Pethard as he was leaving the factory. Undoubtedly the many tourists Mr. Pethard will meet in his cross

country trip will wonder at his car. It will be recognized as an American built automobile but will be distinguished by having a right hand drive, the steering mechanism being placed to the right to conform to the driving rules of Australia.

BEST FOOD JUDGE

PARIS.—(AP)—The "Prince of Gourmets," the King of Good Liv-ers, is Maurice Chironsky, unofficially elected the best judge of things of the table.

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