Sunday School Lesson

March 31. Lesson XIII—The Future Life (Easter Lesson)—Luke 24: 1-12; John 14: 1-6. Golden Text—Be thou faithful unto death, and I will give thee a crown of life.—Rev. 2. 10.

ANALYSIS.

I. THE VISIT OF THE WOMEN, Luke 24: 1-12.

II. THE FATHER'S HOUSE, John 14: 1-6.

INTRODUCTION—Our hope for the future life rests on the fact of the Resurrection of Christ, which is assumed throughout the New Testament as the foundation on which the Christian church rests. There are differences in the several narratives of the gospels, but these do not invalidate the main account.

I. THE VISIT OF THE WOMEN, Luke 24: 1-12.

V. 1. The evidence of the resurrection beigns with the visit of the women very early on the first day of the week. They had no idea that Jesus had risen, but were come to pay the last respects to their beloved Master.

V. 2. Different places have been described as the scene of this great act. Most think it occurred in what is now the Church of the Holy Sepulchre, but many prefer the site of Gordon's Calvary, with the garden near by. Here there was a rock-hewn tomb, where the stone would be rolled up against the opening. Evidently the women were wondering how they could remove this.

V. 4. The angels which are mentioned in all the accounts are here said to have the appearance of men.

There is a measure of rebuke in these words to the women, as if they should have remembered the express promise of Jesus that he would rise on the third day.

V. 6. In the other gospels reference is made to the appearance in Galilee, Mark 14: 28; but in Luke reference is made in this verse to the words spoken of his resurrection during his earlier ministry in Galilee (see Luke 9:22).

V. 9. We must read John 20: 2 and Matt. 18: 8, from which passage we learn that Mary Magdalene had run from the sepulchre to tell Peter and John of the removal of the stone, so that she had not seen the angels then. The silence mentioned in Mark 16: 8, may be explained by the fact that while Mary told the apostles, the others were at first so overcome with fear that they did not mention it at that time. Afterwards, however, they spoke of it.

V. 10. In the other gospels these names are placed at the beginning of the account. They all put Mary Maddalene first. John mentions no other directly, but implies the presence of others, John 20: 2. The three synoptists mention Mary the mother of Jesus.

V. 11. In all gospels the report is received with doubt. There is no evidence that the disciples were in an expectant mood. If they recalled the words of Jesus about his resurrection, they likely applied these to his return afterwards in glory. They did not think of his dead body coming back fro mthe grave.

V. 12. This is described more fully in John 20: 2-9. The position of the clothing is evidence of the way in which the resurrection took place. The physical body was transformed into a spiritual body, and the linen clothes dropped down on the stone.

II. THE FATHER'S HOUSE, John 14: 1-6.

V. 1. Few passages in the New Testament ar more widely known, or have brought more comfort than this chapter. The minds of the disciples are greatly disturbed over the impending departure of Jesus, and they cannot see any way out of their difficulties. This passage consists of answers given to the several questions put by the disciples, and all of these bear upon the statement of Jesus that he is about to leave them. He gives them the assuring statement that he is going to his Father's house, but only that he may make ready for their arrival when the time comes. The one duty of the disciples is to have faith in the Lord.

V. 2. Heaven is here described as the abode of God the Father, where he is seen in all his perfection. Jesus had to use earthly figures to describe this place, and he likens it to a great royal palace, where there are many different rooms. There will be a place for all in that heavenly home. It is possible that the word mansion may be translated "stations," as if there were many places where the heavenly pilgrims may stop for a while. The two ideas of rest and progress are included. Jesus also tells them that they should trust him enough to know that in a matter of such grave importance he could not deceive them. If it were not so, he would have told them.

V. 3. This departure is no calamity, since it is the condition of his return in greater power. The promise of Christ's return is thus definitely included in this gospel. Here John is at one with all the New Testament writers, in making mention of the second advent of Jesus. But this passage also includes the return of Jesus in his spiritual presence to all believers. He will always be with his disciples. The resurrection was the spiritual return of Christ to the church.

V. 4. Jesus things that they should have known more than they seem to know. However dark their minds were, yet they should have some idea of the kind of life Jesus had lived, and of the kind of place to which such a one would go. Had he not taught them of the Father's all-sufficient love? Divine light and love must prevail in the abode of Christ.

V. 5. Thomas, the doubter, expresses the hesitation which was likely in the minds of all the disciples. He feels that Jesus is slipping away, and that they were not to see him any more. If only they could know the road by which he was going then they might follow on patiently, hoping some day to arrive at the same goal.

V. 6. Jesus definitely states in v. 7, that they should have known him better. However, he answers the question by giving one of the greatest sentences in all our Christian faith, "I am the way, the truth, and the life." He is the true, living way. He is the only road by which pilgrims may come to the Father's house. "To konw Christ is to know all, to know both the goal and the way."

China's Navy to Expand

President Chiang, at Launching, Advances Cruiser Program

Shanghai—President Chiang Kai-shek recently visited Shanghai to attend the launching of a new Chinese gunboat at the Giangnan dockyards, the same government dockyards that, strangely enough, not long ago completed several gunboats for the United States Navy to operate on our Yangtze River patrol.

In his address at the launching President Chiang spoke of the importance of increasing the Chinese Navy, and said he intended to do all in his power to get the government to pass appropriations for a large cruiser-building program. The Chinese press came out with long stories on the President's support of a "big navy" program.

The Chinese Navy long has been something of a sore point with patriotic Chinese. It actually does not amount to much as it stands to-day, they are forced to admit. It is also a fact that not a single vital engagement at sea took place during the entire revolution, and no military commander was at any time definitely sure of where the naval officers stood.

There are at present four squadrons or divisions in the Chinese Navy, according to an official report made by the Navy Department in the Ministry of War, submittd during the recent disbandment conference at Nanking.

The ships in the first total twelve under Vice Admiral Chen Chih-lang. The tabulation does not designate what class of ships make up each squadron, but it may be presumed most of them are of the small gunable type, with a few ships comparable to American destroyers, but much older and in many cases obsolte and virtually useless except against merchantmen or for anti-pirate work.

Vice Admirable Chen Shao-kwan is the commanding officer of the Second Squadron, which lists twenty ships, and Vice-Admiral Tseng Yitink of the Third with eleven ships. For three ships in the Fourth (training) Squadron no commanding officer is stated.

"PARIS A LA CHICAGO"

French detective with bullet-proof vest, helmet and shield ready to meet apaches, who are reputed to be more efficient killers than even Chicago's underworld gangs.

English Diffidence

Truth (London): A favorite pastime of Englishmen is fouling their own nest and depreciating their own achievements. This is an amiable weakness, but it can be carried too far. Self-disparagement, like self-praise, is no recommendation, and when we consider how important national prestige is in this world of self-advertisement it becomes a positive menace. This peculiar characteristic of ours was in evidence even during the war, in striking contradistinction to the incessant self-glorification of those who fought with us, so that when the dust and the heat of the conflict passed away our contribution to the common effort was, to put it mildly, inperil of being underestimated.

ALWAYS BLUE

1st Fish: What a lugubrious looking individual. Does he always look that way?

2nd Fish: Sure. He can't help it. That's Mr. Bluefish!

People get just the sort of government that they're willing to work for. —President Harvey of Queens.

The degraded thing called the laugh is one of the curses of the English stage.—Sir James Barrie.

Canada's Flying Swiftly Extends

One Company in 1928 Transported More Goods Than all Air Carriers the Year Before — Passenger Traffic is Heavy Says James Montagues in New York Times

U. S. INTERESTED

Canadian aviation figures show the past year to have been one of remarkable progress, and there are indications of an even bigger expansion during the present year.

An example of what has been accomplished in commercial transportation is provided in the statistics of opeartion by the Western Canada Airways, with headquarters in Winnipeg and branches throughout the Canadian West to Vancouver and numerous bases and caches in the remote northland. This company flew 545,009 miles and 6.870 hours during the year with twenty-eight planes, carrying 1,192,057 pounds of freight and express, 122,170 pounds of mail and 9,647 passengers—a passenger record exceeding that of the United States two years ago.

In 1928 air mail services between cities were inaugurated, and by the end of the year these services included a summer service from Rimouski to Montreal, Ottawa and Toronto with boat mail; a daily service between Toronto and Montreal; a daily service linking up with the American airways from Montreal to Albany; a daily service between Winnipeg, Regina, Calgary and Edmonton; a weekly Ottawa-Montreal service; special mail flights between Quebec City and Windsor, and in addition numerous services, daily, weekly, to isolated points in southern as well as northern Canada.

Total Mail Carried

The total mail carried was 283,163 pounds, a third of it within the last three months, showing the rapid increase in air mail demand. Air mail posted in Canada is now good for American destination, just as American air mail stamps will carry United States air mail on Canadian routes. Much fo the air mail carried into Canada from Albany comes from American air routest throughout the United States. A total of 30,660 pounds was carried altogether in the three months that the service operated.

The services to the isolated towns and mining camps include the Leamington-Pelee Island (Lake Erie) daily service; Quebec City to Seven Islands, semi-weekly; Sioux Lookout to Red Lake Area (Northern Ontario), a weekly service; Kississing to The Pas (Northern Manitoba), weekly, and Lac du Bonnet to Bissett and Wadhope in Northern Manitoba, a semi-weekly service. There have also been special services in the Maritimes, the Yukon and the Mackenzie River Basin to the Arctic Ocean.

Passengers are carried on the Toronto-Montreal, Montreal-Albany, Toronto-Windsor (no mail), Winnipeg-Regina-Edmonton services. The bulk of the passenger trade, with the exception of sightseeing services, comes from the north, which has no railroad, where the canoe in summer and the dog sleigh with tractor in winter form the only means of transportation. There the airplane has come into its own. Extending through Quebec, Ontario, Manitoba and Saskatchewan, prospectors, engineers, financiers and all those engaged in mining are able to travel by air. It is in the north that Canadian aviation history is being written.

There were several flights in 1928 to the Arctic Circle. In some cases mining men chartered an airplane and flew for a week or ten days through what are known as the Barren Lands, just south of the Circle. One mining company owns a fleet of twelve planes. Some of its planes invaded the Barren Lands with prospectors and supplies. They flew men inland in summer and left them for weeks to make investigations and at the same time equipped with gasoline and food numerous caches in otherwise inaccessible country by air.

Nearer home in the mining districts of Ontario and Manitoba prospectors regularly use the plane.

For all Canada fifty-four commercial operators were listed at the end of the year; 19 commercial pilots held licenses, but to this number can be added more than fifty who have allowed their tickets to lapse during the winter. In 1927, there were but forty commercial pilots registered in the Dominion.

Government Aids Clubs

Sixteen flying clubs have been formed between coast and coast, with a total membership of 2,400. To each club the government grants two machines. When the club has at least thirty members they provide a field, an instructor and maintenance and agree to put up a bond for the equipment. Each year the government will give one additional plane to the club if they provide themselves with another. De Havilland Moths, assembled in Toronto, are the type of planes chosen.

In addition, the government grants $100 for each member who qualifies for a private pilot; 140 private pilot licenses have been issued and twenty-eight commercial licenses to members of clubs. The Toronto Flying Club leads the Dominion with 1,203 flying hours and a membership of more than 250. Winnipeg comes second with 1,003 hours and Montreal third with 946. Nine cities and towns are stated to be ready to qualitfy for the government grants in the spring.

303—New Elegance. This style is designed in sizes 16, 18, 20 years, 36, 38, 40 and 42 inches bust measure. Size 36 requires 2⅞ yards of 40-inch material with 1¼ yards of 40-inch contrasting.

No. 289—Flattering Neckline. This style is designed in sizes 16, 18, 20 years, 36, 38, 40 and 42 inches bust measure. Size 36 requires 3⅝ yards of 40-inch material with ⅝ yard of 40-inch contrasting and 4 yards of binding.

No. 783.—Graduation Dress. This style is designed in sizes 6, 8, 10, 12 and 14 years. Size 8 requires 2 yards of 40-inch material.

No. 981—Attractive Junior Frock. This style is designed in sizes 6, 8, 10, 12 and 14 years. Size 8 requires 2 yards of 40-inch material.

No. 833—Smart Apron and Cap. This style is designed in sizes small, medium and large. The medium size requires 2 yards of 36-inch material with 5¾ yards of binding.

Emb. No 11143—Ship Designs and Household Linens. Pattern contains two ship designs measuring about 12¼ inches wide and 6¼ inches high, including the water line; also two motifs for trimming household linens, measuring 7¾ inches wide and 3 inches high (blue).

We suggest that when you send for this pattern you enclose 10 cents additional for a copy of our Spring Fashion Magazine. It's just filled with delightful styles, including smart ensembles, and cute designs for the kiddies.

ALL PATTERNS 20C IN STAMPS OR COIN (COIN PREFERRED). WRAP COIN CAREFULLY.

U. S. Car Tourists Spend Millions On Visits Into Canada

Number of Cars Entering Dominion is 10 Times as Great as 15 Years ago

Toronto—The tourist trade is becoming one of Canada's largest industries. Visitors from the United States in 1928 left in the Dominion $277,754,000, the Dominion bureau of statistics estimates. This is an increase of $35,000,000 over 1927.

Ontario and Quebec divided the greater part of the revenue derived from holidaying Americans. But every province across Canada showed an increase in the influx. A total of 3,645,555 United States cars entered Canada, an increase of 500,000 over the previous year.

Actually the number of cars which entered Canada in 1928 was just fifteen times as great as ten year ago. The rapid development of the tourist traffic in the last three years is shown by a gain of more than 1,500,000 in the number of cars visiting Canada annually.

With revenue reaching up in the hundreds of millions, the tourist traffic now is being treated as big business. In Ontario millions are being spent to cater to United States visitors both by the government and individuals.

Summer resorts are expanding to huge proportions. The government has now before the legislature a measure creating a dozen new forest reserves, the chief object of which is catering to the tremendous demand for lake play-ground. The new policy is combine forest conservation and tourist accommodation. It has even been proposed that the government enter into the tourist business by constructing its own camps for anglers in its own reservations.

The Ferguson highway, which three years ago opened the new north to the motorist, has lured the visitors from below the border further and further north. Other highways are now being cut into the lake land.

Quebec is using its entire revenue from liquor sale to extend its network of paved roads. It is not only constructing highways. A comprehensive system of tree planting is being followed along the road system. Eventually the roads will be known by the trees. There will be maple highways, cherry highways, ironwood highways ,cedar roads, balsam roads and red pine roads.

Then the whole system of little town hotels is being overhauled. Government chefs are traveling over the province instructing the owners on how to prepare really attractive meals. A stricter system of licensing has been adopted to bring the country inns up to an attractive standard.

Statue of a Pharaoh in a Wig Reported Found by Austrians

Vienna.—The Austrian archaeological expedition to Lower Egypt reports that it has found near Luxor the grave of a sixth dynasty ruler who wore a wig. At least a statue of the old Pharaoh, who bore the name of Scheschemnefer, shows him adorned with false hair, something previously unknown among Egyptions of that period.

The figure was one of four which, in pairs, flanked the massive sarcophagus. Near each statue, the archaeologists report, there were three obelisks.

The scientists have reported that thy found a whole line of graves of the period of the Mycerenus Pharaohs, who ruled the land of the Nile for 600 years.

The Papuan Islanders have signified their anxiety to pay taxes. The poor heathen savages.—Hamilton Herald.

Sir Arthur apologized and promised to withdraw the picture from his lecture material.

Fair Players Want More Pep

London Women Forsake Bridge for Speedier Game of Poker

London—Poker playing is becoming more popular among English society women.

Many clubs where poker is played for high stakes have sprung up during the past few months ,and th emajority of the members are women. Play is continuous from early afternoon until the small hours, and a large number of women, after cashing in at day break, return to resume the game in the afternoon. At some of the clubs players may have light meals served them at the tables so that their game may be uninterrupted.

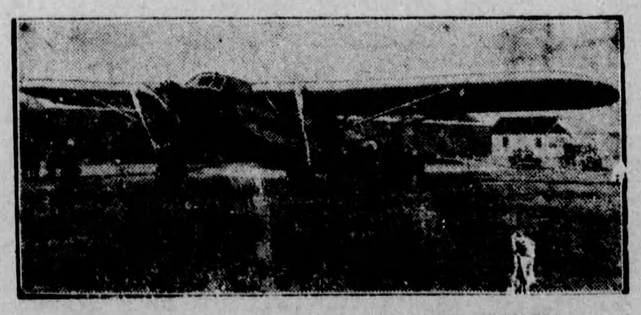
Subscriptions to these clubs are comparatively low. Membership fees range from about £1 to £10 a year, but refreshments and "extras" are costly. At night the gambling runs high, often as much as £250 being lost and won on a single poker hand.

King's Title in Jamaica Is That of "Supreme Lord"

Kingston, Jamaica.—This is the British colony in the world where George V is not the King. Here he is the "Supreme Lord of Jamaica."

When the agents of Cromwell broke the Spanish power in the West Indies in 1655, Jamaica took the arms of Cromwell and retains them to this day. "Supreme Lord of Jamaica" was the title assumed by Cromwell. The statue of Queen Victoria in Kingston is inscribed "Queen of Great Britain and Ireland, Empress of India and Supreme Lady of Jamaica."

Power, Speed, Grace



"LAST WORD" IN THE WORLD OF AIR TRAVEL

The Patrician, new Keystone Aircraft Company's tri-motored monoplane, as it arrived at Curtiss Field, N.Y., recently. It is capable of carrying 20 passengers in addition to two pilots.

Shellac Exuded by Lac Bug After Feeding on Tree Sap

Hardening, It Becomes the Tomb of the Parents and the Incubator of the Young

Shellac is a product of animal life, the exudations of myriads of tiny red insects which swarm on tree branches, feed, propagate and die, and not the sap of the lac tree as commonly supposed. In the valleys of India and Siam are groves of trees whose sap provides to these insects the feast of death.

Thousands of millions of lac bugs, no larger than an apple seed, swarm upon a single tree. Each inserts a stinger-like proboscis through the bark and begins its feast. Meanwhile fertilization takes place, each female bug in its lifetime producing about 1,000 eggs.

The bug eats continuously from the sap of the tree, which, when exuded from its body, forms a hard shell-like covering . As the crust grows, it meets the covering of the adjoining lac bug until a solid sheet of incrustation is formed which acts as a tomb for the parents. At the same time it is an incubator for the young. Six or seven months pass before the next generation of lac bugs break through the crust and swarm to the new feeding grounds of a neighboring tree for the sap under the bark.

The natives take care that the propagation of the lac bug continues. Regularly they cut branches from healthy trees about a fortnight before the young are due to emerge. These branches they hang in bamboo baskets or other crude native receptacles on new tree—either those untouched by the little red insects, or trees where swarms of lac bugs already cover the branches. In the latter case cross-breeding occurs. Not more than one crop a year is taken from a single tree. This, too, insures steady breeding.

The harvest occurs soon after the young bugs have emerged. One method is to sever the branches from the trees and take them to native factories where the incrustations are removed. The other way is to remove the incrustations at the forest with wooden mallets, breaking them as one would break off a piece of ice frozen on a twig. At the factories two great stones, not unlike those once used by the Indians, grind the substance into coarse particles.