Lesson Sunday School

November 3. Lesson V—Respect for Rightful Authority (World's Temperance Lesson)—Mark 12: 13-17; Romans 13: 1-7; 1 Peter 2: 13-16. Golden Text—Let every soul be subject unto the higher powers.—Romans 13: 1.

ANALYSIS.

I. DUTY TO CHURCH AND STATE, Mark 12: 13-17; Rom. 13: 1-7; 1 Peter 2: 13-17.

II. THE FULFILLING OF THE LAW, Rom. 13: 8-14.

INTRODUCTION—The Bible is everywhere and always on the side of good government, the kind of government that restrains evil doers and promotes and guards the welfare of the people.

"A wise king scattereth the wicked."
"A king that sitteth on the throne of judgment
Scattereth away all evil with his eyes."
"Mercy and truth preserve the king:
And his throne is upholden by mercy."
"Take away the wicked from before the king,
And his throne shall be established in righteousness."

In such passages as the above the wise man in Proverbs declares the benefits of a just and merciful rule. The state is but the enlarged family. Just as parents exercise authority in the home, so must the appointed ruler, or rulers, in the state. The great problem is to find and establish the best rulers with the best and most effective kind of government. And equally great and difficult is the problem of how to get rid of bad or incompetent rulers.

"Efficiency in government," says a recent writer, "is an indispensable tool for social progress. But it must be another kind of efficiency than is commonly admired. It must be efficiency in caring for all the interests of all the people, in giving expression to the common vital desides of the whole community. Such a government is the people doing together in all justice and brotherhood the things they cannot do apart." Such a government the good citizen will respect asd obey.

I. DUTY TO CHURCH AND STATE. Mark 12: 13-17; Rom. 13: 1-7; 1 Peter 2: 13-17.

The Pharisees and the Herodians sought to entangle Jesus in their fierce party strife. The Pharisees and their followers were Jewish nationalists who disliked Roman rule and were unwilling to pay the Roman tax which was forced upon them. Extremists of that party would have gone to war rather than pay. The Herodians supported Herod Antipas, who was dependent upon the favor of Rome for his throne and kingdom, and would therefore have regarded refusal to pay the tribute money as treason to be punished by death. If Jesus said yes to their question (12: 14), the Pharisees would denounce him to the people as a friend of their oppressors. If he said no, the Herodians would accuse him before the authorities. Jesus knew their hypocrisy, and, as so often in the controversies which his opponents raised, he lifted the whole matter to the much higher plane of duty. Let Caesar have his due; let God have his. What you rightfully owe the Roman government, pay. What you rightfully owe to God, pay that also. The very fact that they handled Roman coins indicated a relationship and an obligation. But the duty to God was, and is, always supreme.

The thirteenth chapter of Romans contains a series of lessons in good citizenship. Paul, himself a Roman citizen (Acts 22: 27), writing to Roman Christians, counsels submission to their rulers. Governments in their origin are ordained of God. It would not be correct to interpret what Paul says here as establishing the divine right of any government, good or bad, or as condemning resistance to an evil and unjust rule. But he does say that a recognized and accepted government ought to be obeyed. For rulers are not a terror to good works, but to the evil. Paul had himself been protected from harm more than once by the Roman authorities. The ruler, he says, is the minister of God. The king, or judge, or magistrate, who recognizes this fact and all that it implies, will surely seek God's guidance that he may be true minister. As for the subject it is better that he should obey for conscience sake rather than for fear of his wrath. Paul's counsel is like that of Jesus: Render therefore to all their dues (compare Titus 3: 1).

The teaching of the apostle Peter is practically the same (1 Peter 2: 13-17). The highest motive of obedience is for the Lord's sake, that we may the better serve and honor him who is our Lord and Master.

II. THE FULFILLING OF THE LAW, Rom. 13: 8-14.

The debt which no man can escape is the debt of love. We owe this love to God first of all for his great love and abundant goodness. God would have us pay in kind to our fellow men. He that loveth another, Paul says, hath fulfilled the law. Of this Rauschenbusch writes, "The Law called for love for one's neighbors; the scribes had added the permission to hate one's enemies. Jesus raises the standards of good will. The law of love applies to all. There is nothing great in loving those who love us. Anybody can do that. Heroic love begins where no love comes to meet it. Those who can win that triumph show the true family likeness of God." To pity, to love, and to redeem the unlovely, unwholesome, and depraved is to be indeed godlike.

Love will, of course, do no harm to those upon whom it is poured out. Love worketh no ill to his neighbor. Love is the law of light. Out of the deadly sleep of selfishness and indifference to the needs and sorrows of those about us Paul exhorts men to awake. He believes that Christ's great day of triumph is approaching. The day is at hand, the day of salvation. The works of darkness are selfishness and hatred. The armor of light is love.

Moffatt renders, "No revelry or bouts of drinking, no debauchery or sensuality, no quarreling or jealousy. No, put on the character of the Lord Jesus Christ," vs. 13, 14. It was these words of Paul that Augustine read when his conscience had been awakened regarding his former manner of life. It was these words, as one has said, that "nailed him once for all to the Cross."

Australia Has Big Dried Fruit Year

Canberra, Australia.—For the year ended June 30, 1929, the quantity of dried fruits produced in Australia was a record. The fifth annual report of the Dried Fruits Control Board said that the estimated production for the year 1928-29 was 70,000 tons, as compared with 31,850 tons for 1927-28, when the yield was materially reduced in consequence of damage done by frost.

The sales of Australian sultanas in London for 1927-28 showed a marked decline on the figures for the previous year—11,097 tons, as compared with 2,815 tons. There was also a reduction in the average prices realized, but this was largely due to the inferior quality of the fruit in consequence of the frost damage. For the 1928-29 harvest it is expected that exports to Great Britain will reach 50,000 tons, which will establish a new record in exports. The quantity shipped up to June 30, 1929, was 33,159 tons. Only 580 tons of currants were shipped to Great Britain for the year, also on account of frost damage.

To preserve the trade that has been built up with Canada in the last few years the board deemed itexpedient to send the major portion of the exportable surplus of currants to that Dominion. It is confidently expected that, as a result of the appointment of R. A. Haynes as commercial representative in Canada, every effort will be made to exploit this market to its utmost capacity, in order to dispose of the record surplus that will be available this year.—Christian Science Monitor.

May—"Sweetheart, would you die for me?"

Tom—"Wouudn't do you a bit of good. I'm not insured."

Be yourself. Be simple, honest, natural, earnest, sincere. Affect no stilted mannerisms. Be yourself and confidence will grow naturally.

More of a Curiosity Than a Milker

THIS COW IS CONTENTED—WITH HER PEG LEG

To save the life of this valuable brood cow, Dr. Monckeberg, noted Danish veterinary surgeon, amputated its leg below the knee and replaced it with a wooden leg. Bossy gets around all right with it and seems quite happy.

How King George Saved a Warship

Story of Torpedo Boat 79 Told by Sir George Arthur

How the King, as a young naval lieutenant, saved a disabled warship from being dashed on the rocks on the Irish coast is revealed by Sir George Arthur in his book, "King George V.; a Sketch of a Great Ruler."

The occasion was the naval manoeuvres of 1889. Prince George (as the King was then) was in command of torpedo-boat No. 79.

He was only 24, and it was his first independent command.

Torpedo-boat No. 79, with two other torpedo-boats, had to make Rathmullen, on Lough Swilly, for a rendezvous with a senior officer.

No. 79 turned up at daylight one morning, and her commander reported that one of his consorts had broken down, and was anchored on a lee shore, not far from the rocks.

He had tried to tow her off, but had carried away his only hawser, and nothing could be done but leave her there, with the third boat standing by, while he came in for fresh ropes.

The position was so fraught with peril that the senior officer's impulse was to proceed himself to the scene and superintend the salvage.

Prince George, however, begged to be allowed to try again, and, supplied with a new hawser, he took his ship out again in the teeth of a heavy gale and high seas.

Prince George and his crew had been up all the previous night, grappling with a tough job in rough weather; but by bold initiative, nerves of steel and skilful seamanship, he was able to salve his sister-ship and tow her to her harbor moring.

Sir George tells a curious story of the Russian Soviet Delegation which was established in London.

He gives it as an instance of the King remaining rigid in his control in his own social province.

Sir George states that the Foreign Office informed the department of the Master of the Ceremonies that as the Russians had "come into line" the representatives of the Russian Government were eligible for an invitation to the Royal garden party.

Presuming that the Foreign Office had first communicated with the King, the usual formal notice of the party was sent to the Soviet Embassy.

The King, it is stated, on hearing of what had happened, said very plainly that the garden party was his private concern, that no invitation was to be sent to Chesham House, and that the officials who had blundered must make the best job they could of the bungle.

FINEST THINGS

Life's finest things, the things that last,
Are ours, but never fettered fast.
The finest things writ on the scroll
Are only grappled by the Soul.
—Bangs Burgess.

Styles by ANNETTE Paris—New York

MOLDED HIPS.

A slender two-piece type that molds its hip and waistline to contribute a bit of formality for general daytime occasions. The diagonal neckline with jabot frill is smart details of feminity noted in frocks of tailored sports character. The edge of bodice is scalloped, repeated in turn-back cuffs and skirt hem.

The skirt is attached to a camisole bodice with shoulder straps, and is plaited across front forming box-plait at centre to add length to silhouette.

Style No. 652 is an exact copy of Paris model in printed sheer velvet in dot motifs in reverse color scheme. The skirt is seal brown with ebige dots, with bodice in beige with matching brown rings. The jabot and cuffs use the brown velvet. It's luxuriously smart and yet so wearable.

Crepe satin in navy blue, wine red canton crepe with beige jabot and cuffs, dull black silk crepe with eggshell contrast, wool jersey in hunter's green and featherweight woolen in coppery brown tones attractive. It is designed in sizes 16, 18, 20 years, 36, 38, 40 and 42 inches bust.

HOW TO ORDER PATTERNS

Write your name and address plainly, giving number and size of such patterns as you want. Enclose 20c in stamps or coin (coin preferred; wrap it carefully) for each number, and address your order to Wilson Pattern Service, 73 West Adelaide St., Toronto. Patterns sent by an early mail.

Platonic friendship is love in cold storage.

R-101 For India Are Latest Plans

When Details Are Completed New Airship Will Sail Egypt-India Route

London—Great Britain's new monster airship, R-101, which has just made a nine hours' experimental flight, has come through the trial so well that it is now settled that it is to undertake the long-distance journey to Egypt and India. Spare engines are to be sent to some overseas base for renewals en route, but the actual date of the airship's departure is not yet settled, as the Air Ministry's policy is safety first and every precaution will be first taken to insure success.

The speed of the recent flight was over 70 miles per hour, with only three engines out of five running and the throttles less than three-fourths open. It is hoped therefore that 85 miles per hour will be reached later. The Air Ministry, Lord Thomson, accompanied the flight.

Two of the most remarkable features of the trip, he said in an interview with the Daily Herald, the Government organ, were first the cheering of hundreds of school children at Nottingham, the young voices coming dimly through the air to the passengers on board This fact is explained because, as the Minister said, the engines were so noiseless that even at 2100 feet, at which the R-101 was then traveling, ground sounds came to them as a voice speaking through an ordinary telephone

So smooth was the trip, Lord Thomson added, that he was able to dispose of a full box of Air Ministry papers during the time it lasted. "You get," he said, "complete detachment and apart from the tremendous sense of security, there is no doubt that flying in ships of this description is conducive to contentment of mind."

Canada First in Nickel, Newsprint Fifth in Total Trade

Ottawa.—Canada ranks high in production and international trade among the leading commercial nations of the world. In production she leads the world in output of newsprint, nickel, asbestos and cobalt; she occupies second place in the production of wheat, and third place in the output of lead and gold. In export trade she leads the world in exports of wheat, newsprint, nickel and asbestos; she occupies second place in exports of wheat flour and third place in exports of wood pulp. According to most recent comparative statistics available for the calender year 1928, Canada occupies fifth position in aggregate trade as also in imports and exports, among the leading commercial nations of the world; second position in export and total trade per capita; third place in favorable trade balance, and second place in favorable trade balance per capita.

These striking facts are revealed in the 37th annual report of the repartment of trade and commerce, compiled by F. C. T. O'Hara, deputy minister. The report reveals a decided trend towards increasing direct trade with foreign countries rather than through the United States or the United Kingdom as formerly; increased percentage of exports of fully or semi-manufactured goods and increased utilization of Canadian ports for both incoming and outgoing trade.

Wifie—"I supose you have been with that friend of yours all evening, helping him cary his load."

Hubby—"No! I must say I never saw a man carry his load better than he did to-night."

Attention Paid To Spark Plugs Is Asset to Car

Important Bit of Mechanism Functions So Well That It Arouses Little Interest

Water Must Be Avoided

The spark plug is a very small part of the automobile's mechanism. In fact, it is so small and has been made so reliable that many motorists have overlooked it entirely.

Improvements in motor design and in the spark plug itself have brought the working of this important engine part to such a high degree of perfection that many of the troubles which at one time were quite usual are now unknown. It is not now unusual for cars to be driven 5,000 miles or even 10,000 miles without it becoming necessary to clean a spark plug.

Because it needs so little attention the motorist is likely to be unfamiliar with the spark plug's construction and uncertain as to how to cure its ills when trouble does develop.

The spark plug consists of a metal shell which is threaded to screw into the cylinder of the engine. Into this shell is placed a "porcelain" insulator, which has a metal spindle running through it. One end of this spindle is brought close to a projection from the shell of the plug, and these two points form the gap across which the spark occurs inside of the cylinder.

The electric current can travel only when it has a complete circuit—that is, it must be able to get back where it started from. In the spark plug circuit it starts from the induction coil and travels on a wire which is heavily insulated with rubbed to the center spindle of the spark plug. It follows this spindle into the cylinder, and there jumps to the propection on the spark plug ase, giving a spark as it crosses the gap. From the base of the plug it travels through the metal of the engine back to the induction coil from which it started.

In order to jump the gap at the "points" of the plug it is necessary that the electric current have a very high pressure, as this gap offers some resistance to its travel. It is to keep this high tension current from jumping at any place except the points that the insulator is employed in the spark plug.

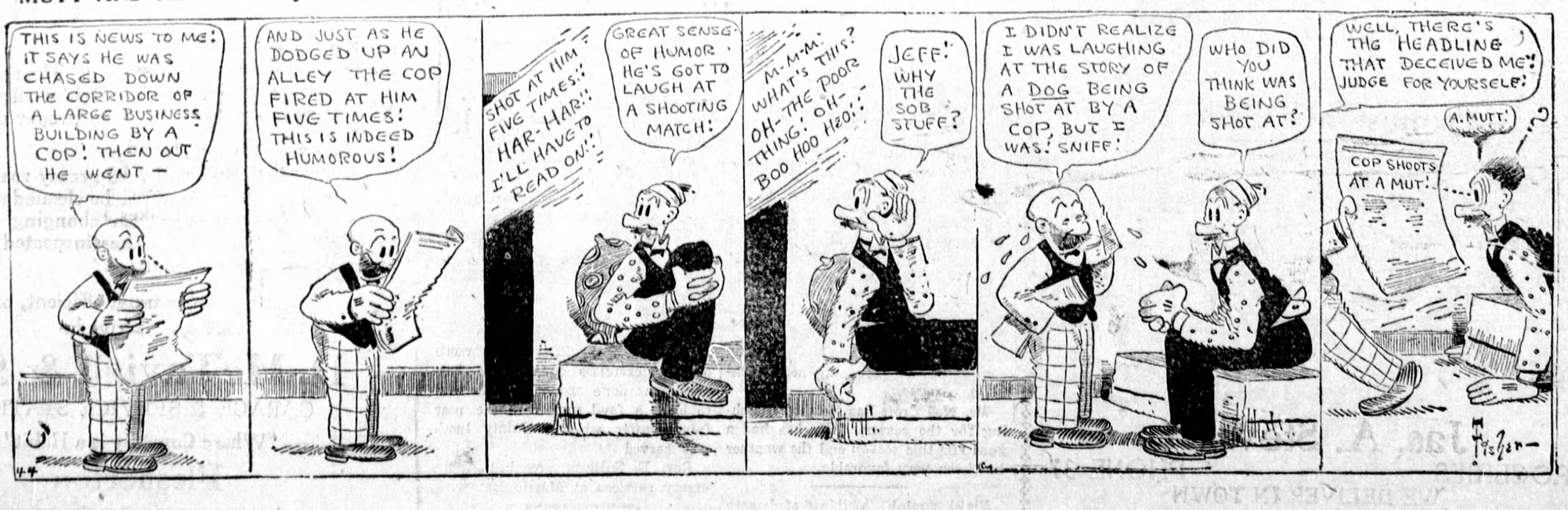
Water and carbon are two fairly good conductors of this current, and if water gets on the insulator outside of the cylinder the current may travel thruogh it to the metal of the cylinder and not jump the points in theplug at all Likewise, is carbon collects on the part of the insulator which projects into the cylinder, the current may pass through it instead of jumping the gap. If it does not jump the gap no spark will occur.

When splashing through puddles of water or in a very heavy rain water will sometimes pass through the radiator and get on the porcelains in sufficient quantity to cause the engine to skip. The heat of the engine, however, will generally evaporate the water and quickly clear up this trouble. When the engine is run with a very rich mixture, a poor grade of lubricating oil ,and when too much oil is being used, due to worn engine parts or improper feeding, carbon is deposited in the cylinders. This gets on the insulator and forms a path over which the current can pass without jumping the gap.

This carbon may be removed by soaking the plug in denatured alcohol, cleaning the insulator with a small stiff brush and a piece of cloth. Care should be taken not to scratch the insulator with a knife or sandpaper, as this will open up the pores, with the result that carbon will then collect more quickly.

PAYMENT

Let every man consider this: One must pay for the best the world has to offer whether one gets what is paid for or not. Success is had only at a price. But all of us alike must pay. If you do not pay for it with the positive forces and values that will bring it to you then you pay with the negative qualities that not only defeat but also bring a train of unhappiness, misery and regret.

MUTT AND JEFF— By BUD FISHER

A. Mutt Discovers How He Stands With His Pal Jeff.