## Sunday School Lesson

**November 24. Lesson VIII—The Higher Patriotism—Jonah 1: 1-3; 1-5; 4: 5-11. Golden Text—And hath made of one blood all nations of men for to dwell on all the face of the earth.—Acts 17: 26.**

I. REFUSING THE CALL TO SERVICE, 1:1-3.
II. GIVING HALF-HEARTED SERVICE, 3: 1-5.
III. A NARROW SELFISHNESS REBUKHED, 4: 5-11.

INTRODUCTION—Israel is to render a high service to the nations of the world. Such is the treaching of the prophets from very early times. The blessing of Abrahom is not to be for himself alone, but he shall be to others also a blessing, Gen. 12: 2, 3. "All the nations of the earth shall be blessed in him," Gen. 18: 18. In the dedication prayer of the temple of Solomon the stranger is not forgotten, and the law of Leviticus joins him with the home born in the commandment of love, 1 Kings 8: 41-43; Lev. 19: 18, 34. The temple is to be called "a house of prayer for all people," Isa. 56: 7. The great prophet of the exile declares Israel to be God's servant, chosen, called, made strong, instructed by the Spirit of God, to "set judgment (or justice )in the earth," given "for a covenant of the people, for a light of the Gentiles,"—Iso. 41: 8-10; 42: 1-6. He is indeed to do great things for his own people, to restore and re-establish the scattered exiles in their own land, but that patriotic service is "too light a thing" (chap. 49: 6 Rev. Ver.); the Lord says, "I will also give thee for a light to the Gentiles, that thou mayest be my salvation unto the end of the earth." That is "the higher patriotism." Compare the expectation, frequently met in the Psalms and Prophets, that all nations shall come to now and worship the ord, Psalm 65: 2; 67: 2-7; 72: 8-11; 82: 8; 86: 9; Isa. 66: 23, etc.

I. REFUSING THE CALL TO SERVICE, 1:1-3.

Jonah the son of Amittai is mentioned in 2 iKngs 14: 25 as a prophet of Israel in the days of Jeroboam II (about B.C. 783-743.) who foretold the restoration of his kingdom to its ancient boundaries. He receives a call from the Lord to preach against the sins of Nineveh, the great capital of the Assyrian empire, but is unwilling to go. The cause of his unwillingness we are not told. It may have been pure selfishness, which would have resisted any such call to a possibly dangerous and certainly unremunerative mission. It may have been the strong dislike which an Israelite would naturally have to such a mission to a strange city. To escape the insistent call he gives himself to mercantile trale, and embarks in a Phœnician ship sailing from Joppa to the far-away port of Tarshish, on the south-west coast of Spain. The rest of the story of chap. 1 is well known.

It has been felt my many readers, whether they regard the book of Jonah as historical or not, that Jonah is a type of Israel, that is of the Israel of post-exilic times. The people of Israel had suffered very trribly by conquest, tribute, and captivity at the hands of powerful enemies: Egypt, Assyria, Babylon, and Persia. It is no wonder that they prayed for, and hoped for, the overthrow of these appressors, and for deliverance from them. They desired their destruction, not their conversion. Some voices were heard, it is true, exhorting to a larger hope, and predicting the winning of all these nations to the services of Jehovah, but the prevailing desire and expectation of Israel, in the fifth and fourth centuries B.C., was for their destruction. Israel, called to be God's prophet, to preach repentance and forgiveness, thought only of vengeance upon his foes, and gave himself to the pursuit of wealth and power. Jonah is truly representative of this narrow, intolerant, self-centred Israel, which had not yet learned the universality, the graciousness, and the compassiona kindness of the love of God. Scattered throughout the world the people of Israel were using their unique gifts and opportunities for self-enrichment. They were becoming the traders and bankers of the world of their time, and only rarely and reluctantly missionaries of the kingdom of God.

II. GIVING HALF-HEARTED SERVICE, 3: 1-5.

When the second call come, Jonah went to Nineveh. But he went to preach destruction, not salvation. His message was, "Yet forty days and Nineveh shall be overthrown." It seems very clear that he had no expectation or desire that the doomed city should repent and be saved. His spirit is quite different from that of Abraham, who pleaded with God for Sodom and Gomorrah, and from that of Paul, preacher to many cities, who desired to carry his gospel of saving grace to Rome also, Gen. 18: 23-32; Rom. 1: 15. But, defective and half-hearted as his preaching was, Nineveh heard and repented, and the judgment of God was stayed.

III. A NARROW SELFISHNESS REBUKHED, 4: 5-11.

It displeased Jonah exceedingly that Ninever was spared. His prophecy of doom was not fulfilled. He was angry because God was gracious and merciful to the enemy of his people, in whose overthrow he would have rejoiced. The story of the gourd, like that of the great fish, seems best understood as a parable. The fish represents the nations, especially Babylon, which had swallowed up Israel in exile and captivity, see Jer. 50: 17; 51: 34. The gourd was Israel's sudden but short-lived prosperity after his restoration. Jonah is grieved for the loss of that which gave himself a little comfort, but was heartlessly indifferent to the threatened destruction of a great multitude of people.

## Sir Esme Sees Tobago Patrner After 33 Years

### British Envoy Drew Substantial Income From Venture With His Old Associate

### Islanders Witness Reunion

Scarborough, Tobago.—When Sir Esme Howard, British Ambassador to the United States, stepped, from the small mail steamer from Port-of-Spain, Trinidad, he was greeted by nearly every one of the several thousand inhabitants. It was a long journey for Sir Esme and his son, Lewis, who left New York for Bermuda, where he remained a week, and thence on the Canadian National steamship Lady Hawkins to Trinidad, another ten days of ocean sailing.

Foremost among those who met the ambassador at the Scarborough pier was a tall, gray-haired man, Thurleigh Orde, whom Sir Esme had not seen in thirty-three years. They had been close friends in early days and partners in a large Tobago plantation for the same period of time. There were tears in the eyes of both men when they clasped hands on the little landing at Scarborough.

#### Partners in Plantation

Thirty-three years ago they bought a plantation together. Sir Esme was called back to England to enter the diplomatic service and to win a distinquished career, while Thurleigh Orde was to remain almost a recluse on the tiny West Windward island, to look after the plantation and live a secluded life.

And now, after all the years, Sir Esme Howard returns to see his partner and view the plantation that has brought him a substantial income for a third of a century. Tobago is only twenty-six miles in length and seven miles in breadth at its broadest point. But there is much to see in Tobago, and Sir Esme had a busy week driving about the conical hills and charming little valleys. Orde has built a spacious house where the ambassador and his son were guests during their stay on the island.

#### Natives Return to Sugar

Tobago has a fertile soil, and produces on its 73,000 acres every kind of fruit and vegetable peculiar to the tropics. When sugar ceased to be profitable the natives went into the cultivation of cacao and rubber and into cattle raising. Lately they have gone back to sugar, but cocoanuts remain the one staple article for export.

With a total population of 23,000, only about 200 are whites. The town of Scaraborough has three churches, a club and a bank. Taxes are low and living is remarkable cheap.

The British Ambassador and his son expect to return to Washington late in November.

## Reds Abolish 15 Synagogues

Moscow.—During the last month fifteen synagogues in Soviet Russia were converted into workmen's clubs. Included were the synagogues of Chaslavitch, Velikoluki and Artiomovsk.

Maybe the reason why Russia and China do not get down to real war is because they fear it may have a Japanned finish.

## Why the Interest In England's R.101?

### If it Suceeds it May Be the Real Beginning of the Airship Era—If it fails, the End, at Any Rate, for a Generation

### BRITISH PRESS VIEWS

"We are opening not only a new chapter btu the first chapter of a new book; an exciting chapter, since it may be the first of many but may also, perhaps, be the last."

—Manchester Guardian.

There have been many airships and the Graf Zeppelin is holder of a fine record. But experts in the world of the air realize that R-101, our new airship, is a deciding factor in the future of that class of aircraft, and that is why its flying exploits are being carefully studied.

"The first and greatest virtue of the R-101," says the Times, "is that, owing to the employment of furnace oil instead of petrol as the source of her motive power (at one-fifth of the cost), she will be decidedly safer than all previous airships. The risk of fire is reduced to a minimum, and smoking, which had to be banned in the case of the Graf Zeppelin, will be allowed in a special compartment.

"Another great and novel advantage is that the elimination of petrol will enable her, unlike airships dependent on this form of fuel, to face the temperature of the tropics and the effect of its extremes on the lift of the ship. So far as risks of mishaps from outside are concerned she is designed to withstand a sudden vertical gust of 45 miles an hour, or three times the wind velocity provided against in the case of the Graf Zeppelin.

"In comfort, too, and in the extent of her accommodation, as well as in safety, she has a marked superiority over predecessors.

#### Much Abused "Safety-First"

"It is not only probable, but practically certain, that further developments will be necessary before the point is reached at which an Empire airship service can be regarded as a reasonable commercial enterprise. But in what is likely to prove a new era in airship construction R-101 has undoubtedly made a good beginning.

"The work of building up an airship service, which, if it can be established, must prove of incalculable value to the Empire, is bound to be a costly affair. And the designers and constructors of R-101 have worked well and wisely in determining, even at some possible sacrifice for the time being of speed and carrying power, to put before all other considerations the indispensable and much abused attribute of Safety First."

"The Air Ministry,' points out the Daily Telegraph, "has not been concerned to prove that the R-101 could work on a given route with the regularity of a great steamship. The engineering and the commercial aspects of the question must be clearly distinguished.

"First of all, it has to be shown that these great airships are practicable machines, capable of withstanding reasonable risks of weather and of being launched and brought back to their sheds without undue difficulty. When that has been done it will be time for business men to consider more fully the questions of cost and potential revenue.

"Meanwhile we may take pride in the thought that British brains and British energy are solving the immensely complex( new problems of airship building, so that we may hold our own in this as in other spheres of human activity."

#### What We Must Ask of an Airship

"We ask more of a train," observes the Manchester Guardian, "or a ship than safety, and so we shall, after a generous trial, of an airship. Even to trains and ships we allow a certain measure of frailty, but on the whole we demand that they shall not only start and arrive in safety but that they shall do it at stated times.

"Regularity is the word. If L.M.S. engines would not come out of their sheds, except in certain weather we should rightly demand the head of Sir Josiah Stamp. A word of equal importance is cheapness. Trains and ships must carry us at rates which come within our usual standards of life. At present the airship has neither of these qualifications.

"The Graf Zeppelin can fly round the world, but the passengers waiting to go on the German flight which they had booked have just had to return home because the weather prevented the Graf from making a start.

"Mooring masts can be multiplied—scarcely any of them exist at present—but it will continually be necessary to house an airship in a shed, and that means that there will be continual difficulty with the weather. As to costs, it is too soon to say whether there will ever be such a thing as a 'commercial' airship. Up to the present the airship has had a curiosity value, and the passengers have been those who had not to count the cost. Twelve months' experience will supply a fund of information which is at present lacking."

#### The Designer's View

Mr. A. E. L. Chorlton, the designer and inventor of the engines of R-101, in an interview expressed himself as highly delighted with the success of the airship's flight,

"The trial," he said, "has demonstrated for the first time two things—the possibility of using a high-speed heavy oil engine, and, secondly, the use of heavy oil as fuel in aerial navigation. By this means absolute safety against the ever-present peril of fire in lighter-than-air craft is ensred and there is a greater economy, represented by a figure of no less than 30 per cent. in fuel when compared with petrol engines. Further, we are saving in fuel weight another 25 per cent.

"The weight of oil-burning engines, of course, is greater than that of petrol engines, but I gurarantee that we can reduce by half the present weight per brake horse power of the oil-burning engine. During the trip only four of the engines were used, and it was only when we came to manoeuvre for the mast at Cardington that the port aft engine was used.

"What remains to be done is to reduce engine weight. That can be cut down by half. The ship, when the new propellers are fitted, will be in a position to be run fully out and to attain her maximum speed. Even at present there is no doubt that the airship could make a non-stop run to Egypt."

"The present problem is whether or not airships, from a civilian standpoint, are a 'commercial proposition.' The affirmative has still to be proved, after making due allowance for the anti-airship school of thought," says the Daily Herald.

"It is true that the Graf Zeppelin has flown round the world, and that should answer the 'It can't be done' critics. But there remains the fact that her crew, mindful of the limitations of their craft, have displayed decided antipathy to her projected Polar flight. That is not to say that she, or her British compeers, could not surmount the difficulties ahead.

"But it does suggest that—and here, one many be sure, the staunchest supporters of airships would agree—the problem is not yet solved."

#### An Expert's Opinion

"Size in itself is no detriment to a vehicle of transport for a sea passage,'" writes Commander Sir Charles Denniston Burney, a leading authority, in the Observer.

"We do not choose a small liner for crossing the Atlantic because we are frightened of the size of a large one. The real objection to size in an airship is, at present, that the larger the airship, the more difficult the question of landing and housing her at the completion of her voyage.

"Hitherto airships have been handled by man-power, but although the size and power of the airship have increased, the size of the man remains the same. Obviously, therefore, if airships exceed a certain size they become too unwieldy to be manhandled.

"The development of the mooring mast provides a solution, under most climatic conditions, for airships operating between two fixed and previously determined points, but it does not solve the difficulty of taking the airship into her shed from the mast, and taking her to the mooring mast from the shed; nor does it provide a solution for the landing of an airship at any place except that which has een previously prepared for her at as cost of many thousands of pounds.

"The other great defect of all airships yet built is that they do not obey one of the fundamental laws of transport. Alone among vessels in use to-day, they cannot make a landing on their own and without extraneous aid. The aeroplane and the flying-boat can, as a rule, make a forced landing without damage. A marine vessel can always anchor or heave-to, a train or motor-car or any kind of land vehicle can stop at any time. Airships, however, can only make a landing at a prepared base, and it is to the overcoming of this difficulty that we should, in my opinion, concentrate all our energies.

"I am a firm believer in the necessity for redoubling our activities in the development of the long-distance aeroplane, flying boat and airship."

## WHAT New York IS WEARING

### *Illustrated Dressmaking Lesson Furnished with Every Pattern*

By Annebelle Worthington

A model that you'll just adore is illustrated in black crepe satin, cleverly designed for the use of reverse of crepe for smart contrasting effect.

The bodice is beautifully molded, suggestive of Princess lines with extremely snug hips and full flaring circular skirt. The pointed treatment of bodice both front and back is interesting. Vionnet neckline is finished with applied bands. Sleeves have shaped trimming pieces.

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## Too Skillful

### London Beauty Experts Oppose Tinted Lashes in Fear of Suits

A protest against the growing liking of London women for tinted eyelashes has been raised by the "watch committee" of the Incorporated Guild of Hairdressers, Wig-makers and Perfumers. The protest was ased on apparently unanswerable grounds.

The guild, showing a restraint not always found in organized comments upon fashions, had no fault to find with the moral or social implications of eyelash tinting. It objected for business reasons. The operation is difficult to perform and likely to lead to unpleasant complications in the law courts, the committee reported. An eminent trichologist has declared that to tint eyelashes properly and safely "requires almost the professional skill of a Harley Street specialist." Few members of the guild consider themselves competent to attempt it.

## Song

Bonnie Leddy Hairst Mune,
I wad se ye shinin' sune,
Ower barley-field an' links o' green,
Wi' a bye-road baith atween.

I wad rin the links thro',
Licht-fit and singin' mou',
Ere my singin' days be dune,
Bonny Leddy Hairst Mune.

Wi' some auld lover meet,
Whaur the path lies dewy weet,
Watch yer siller licht abune,
Bonny Leddy Hairst Mune.

A field o' stooks is a rare sicht,
I'll awa' the morn's nicht,
Time ot hairst's sune ower an' dune,
Bonny Leddy Hairst Mune.

—Marion Angus in the Glasgow Herald.

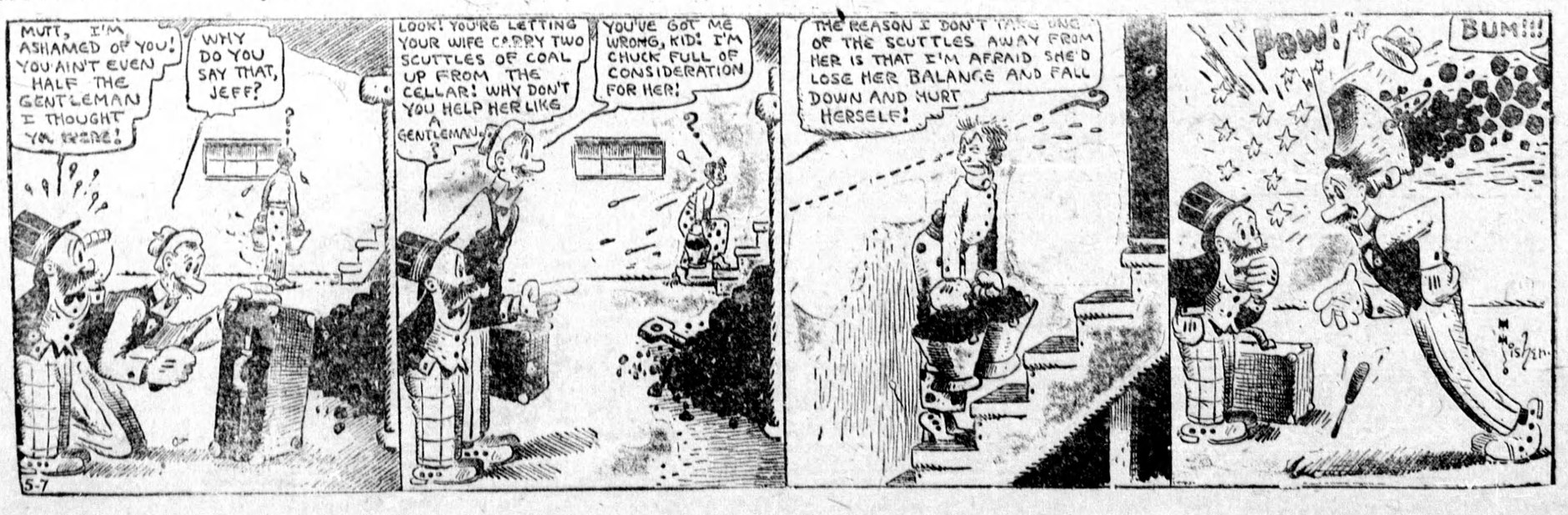
"My friend is a wonderful pianist—has such musical hands."

"And mine such musical feet as well."

"What do you mean?"

"He's an organist, my dear."

"There is a deal of truth in the old saying that one can judge a man by the company he keeps," says Sir Charles Petrie. But one can judge him better by the ompany he promotes.

MUTT AND JEFF— By BUD FISHER

Here's A Boy Scout Who Does A Good Deed Each Day.