

### International Uniform Sunday School Lesson

#### Ezekiel Teaches Personal Responsibility

SUNDAY, JUNE 9th, 1940

**GOLDEN TEXT:** "So then every one of us shall give account of himself to God." Romans 14: 12.

**LESSON PASSAGE:** Ezekiel 33: 7 - 16.

Forward through the ages, In unbroken line, Move the faithful spirits, At the call divine; Gifts in differing measure, Hearts of one accord, Manifest the service, One the sure reward.

#### A War Refugee, 7

Ezekiel was a war refugee. In 597 B.C. he was taken away from Jerusalem and sent as a captive to "glorious" Babylon. He had been trained as a priest and felt a measure of responsibility for his fellow captives. He heard what was happening in Jerusalem and undertook to be a commentator on current events. Certain people challenged his right to express his point of view. Boldly Ezekiel claimed a prophet's privilege. He looked upon himself as a watchman set to guard the house of Israel. His task was to hear what God had to say and relay God's messages to the people. Ezekiel was ready to accept personal responsibility for leadership because he was sure that he was commissioned of God. In Jerusalem he had come under the influence of Jeremiah and he was concerned that the captives in Babylon should be taught the standards they had been taught in Jerusalem. Every preacher, statesman or journalist gains courage when he is conscious of God's direction.

#### Responsibility for Others, 8, 9

How far are we responsible for the conduct of other people? If we see a house on fire we are held responsible for turning in an alarm. If we discover a broken rail on a railway track, we are expected to flag an oncoming train. Are we equally responsible to warn individuals of dangerous conduct or to warn the community about unwise social trends? Ezekiel accepted the challenge of his brother-keeper. If he failed to warn a sinner and the sinner continued in his sin and died, Ezekiel held that he shared the guilt of the dead man. If, however, he warned the sinner and the sinner persisted to death in his sin, then the prophet had delivered his own soul and was free from blame. Today it is necessary for home, school and church to unite in warning both youth and adults as to traffic dangers, the perils of narcotics, foes of public health, enemies of good morals, and penalties of ignorance and crooked thinking.

#### Responsibilities of Speech, 10, 11

Ezekiel felt an inner urge to warn his fellow countrymen against the temptations they were facing in Babylon. It seemed almost an impertinence for him to rebuke others. The people to whom he spoke sought to evade responsibility by saying that they were doomed of God. Ezekiel was told to challenge them to self-help through faith in the love of God. "Why will ye die? Every word is emphatic: Why—show God or man one reason. Will—a determination not to be saved, or a voluntary listlessness about salvation—can prevent you. Ye—children of so many mercies, fed and supported by a kind God all your life; ye—who are redeemed by the blood of Jesus Christ; ye—who have made many promises to give up your selves to God. Die! What is this? A separation from God and the glory of his power for ever! Die—forgetting all the purposes for which your immortal souls were made. Why, then, will ye die?" A Chinese radio programme ends regularly with these words: "Therefore I say unto you, Carry on."

#### Heredity, 12, 13

Ezekiel met people who put all the

blame for their sorry plight upon their ancestors. They had a proverb that they kept repeating: "The fathers have eaten sour grapes and the children's teeth are set on edge." There is, of course, an element of truth in the principle of the sins of the fathers being visited upon the children; but that is not the most important fact. Most of our troubles are the result of our own sins. It is skulking and dodging to try to place responsibility for our follies upon ancestors. Often we have sinned against light and walked into tangles with our eyes wide open. Ezekiel stressed personal responsibility for our own conduct. He said, "The soul that sinneth, it shall die." The penalty is for individual wrong-doing and not because of inherited guilt. The fact that we are very good in many things does not excuse lapses in other areas. We reap what we sow. Said Daniel Webster: "The most important thought that ever occupied my mind was that of my individual responsibility to God."

#### Release, 14 - 16

So far, we have been thinking about guilt, penalty and death, but our study concludes with a positive promise of forgiveness, reformation and a new abundant life. The sinner can turn from his sin and have its power broken. He can make restitution for dishonesty and injustice. If he repents, the load of guilt will lift and he will find life plus. The memory of his old sins will fade away and he will have peace and joy. God forgives freely, not grudgingly. By a miracle of grace the fettered soul goes free and begins to live with a zest and satisfaction unknown before. "He shall surely live." Why should we be content with a minimum when we may have the maximum? All things are ours. God's choicest gifts are available through acceptance, use and discipline. Through trust in God we may enter into a new experience of fellowship with our Father in heaven. Christ said: "I am come that you may have life and that you may have it more abundantly."

#### Questions for Discussion

1. Who is your living prophet?
2. How far do you voluntarily take responsibility for the welfare of your friends?
3. "Take my lips"—open or closed?
4. Do you consider your family tree an asset or handicap?
5. How many people have you helped to have an experience of forgiveness?

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#### SUBMARINE CABLE WELL PROTECTED

A typical submarine cable consists of five parts, according to the Canadian National Telegraphs, who have cable service connections to all parts of the world. The central copper wire which carries the electric current is about 1-5th of an inch in diameter. In the new Western Union-Anglo-permalloy cable, the fastest which the ingenuity of man has yet devised, the central core is wrapped with a thin, narrow tape of a new magnetic alloy of nickel and iron called permalloy. This central portion is protected by an insulation of gutta-percha. Cables laid more than fifty years ago in depths of more than two miles have been recently lifted for repairs, and the gutta-percha found to be in perfect condition. Over this is applied a "serving" of several layers of tarred jute or yarn, and over this an armor of as many as 18 galvanized steel wires to protect the precious conductor from damage by ships' anchors and the many strains to which it is subjected. The outside covering of a cable is a wrapping of tarred jute yarns.

Wealth is not his who has it, but his who enjoys it.

### Shipyards are Booming

#### WHILE CANADA HUSTLES ITS NEW NAVAL VESSELS

Life has come back once more in Canada's shipyards. Thousands of workers there now contribute their share in the \$50,000,000 ship construction program which Hon. G. D. Howe, head of the Department of Munitions and Supply, recently announced. Work is now continuous in this industry so hard-hit by depression days. Each man employed there seems to realize that he is doing something, in his own way, to help in the organization of the defence of Canada and its Allies. The vessels actually being built in the 15 Canadian shipyards are designed for anti-submarine warfare and minesweeping. A yard in Montreal shows how readily the business is handled on this side of the Atlantic. In that shipyard alone, more than 900 workers are proceeding at an unusual pace to build the ordered craft. The considerable activity observed in one of the shipyards may, in a way, reflect the activity going on in the others. Ships are being built rapidly. Speed is necessary for this two-year program which includes orders for a total of 100 craft comprising 64 patrol boats and 36 minesweepers.

#### Four Ships at a Time

Vickers tackled the problem of fast building by starting the construction of four boats at a time in a slip where formerly, the job of laying two keels side by side was considered a remarkable performance. The necessities of this war made that imperative. Experts found enough space, somehow, for the four hulls quite close together, but the shipbuilders find ample room to move about each berth when hanging heavy steel plates accurately controlled by the operation of overhead electric cranes.

#### Easily Re-habilitated

The men, many of who had been on direct relief in the past few months, are experiencing an easy readaptation to their machines and tools. Every one brings back to the plant the joy with which the carpenter lays hand once more on his hammer after a long period of idleness. Around the hulls they have erected heavy wooden scaffolds which support the men working on the ships. Metal-workers are busy in the shops punching rivet holes and cutting plates to shape. Others are already laying the finished deck plates for the forecastle. A furnace at the back of the slip keeps a score more of sturdy angle-smiths busy with the constant production of steel frames which must be bent to fit in the ship's lines or shape. The furnaces throw vivid lights in the slip which is already illuminated by the sparks of the welding torches as from a mighty Thor's hammer striking hard on white-hot metal.

#### No Hustle

Whatever rapidly may be noticed there, no hustle, no precipitation is tolerated. Work advances quickly, but good care is taken that everything should be done the right way, and the ships take form from day to day. Pneumatic riveting machines carry a deafening noise all over the numerous shops of the busy yards. Nowhere else in Canada can one have an idea more real, more direct, of the significance of the words so current today to Canada's "economic front" and "war effort."

#### The Ship's Engines

In a plant near the ship building berths may be seen those who are manufacturing the ship's engines, according to the most modern technique. Giant electric lathes revolve, cutting the main shafting, the connecting rods, the thrust shafts and boring cylinders. Expert men go about with instruments for measurements to infinitesimal exactitude. Boilers are set up. Boiler shells made of one and three quarters inch steel plates, are curved in by rollers and given their precise diameter. Powerful cranes are lifting up such castings as the iron base for the engine which is a huge single piece of cast iron. Elsewhere, men are boring out propeller brackets. The various works must be constantly followed up to avoid the slightest mistakes. Slight miscalculation may affect the ship's performance and impair its reliability and effectiveness as an effective war unit.

#### Wholesale Launchings

Launchings at Vickers should occur soon and will likely be simultaneous for the four ships. Once this flotilla is afloat, the slip will start once more on its normal work, and four more ships will be built. As a matter of fact, the essential parts for the laying of the four keels are already manufactured.

On the whole surface of the grounds in the shipyard, there is hardly an inch that is left uncovered by tools, sheets of metal in preparation or by the rails on which circulate heavily loaded wagons used for the transportation, from one end of the slip to the other, of all the material.

At noon, the stiers draw the men from their work but bring them back at one o'clock sharp. The ship construction program has already claimed from the demoralizing inertia of idleness, hundreds of these men.

At Monroevue, many of these, mostly youths but also several experienced men who had been employed in construction work during the previous war, have come back to work at Vickers.

Canadian and British experts are seen on the spot, visiting thoroughly each part of the different work shops and studying the plans and blueprints prepared by the designers of these vessels.

#### Secrecy Necessary

Discretion is manifest everywhere at Vickers. Nothing of what goes on inside the yard or in the other plants is allowed to transpire outside. Authorized visitors are seldom given. Not only must the secrets of the construction be closely kept, but there must be constant guard against sabotage. Every worker entering the yards must bear his admission number

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well in evidence on his coat, or on the suspenders of his overalls. The general manager has his own number on the lapel of his coat. Even those who have obtained authority to visit the plant are often questioned on the nature of their business as they proceed on their tour. Access to Vickers has never been very easy. In this industrial plant situated in the eastern part of Montreal, twenty-five submarines were built during the last war. The tradition of the shipbuilder is maintained there, with keymen carrying on the work. The yard is working at full capacity. Over-time work is being done, and the men contribute to this great task of the defence of Canada, with all their energy and their skill.

#### CHURCHES ISSUE WAR-TIME STATEMENTS

A statement was today issued by the heads of the Church of England in Canada, the Baptist Convention of Ontario and Quebec, the Presbyterian Church of Canada and the United Church of Canada. The statement reads as follows:

"In this hour of stress we urge all Christian people in Canada with whom our voice has influence to hold fast their confidence in God, to wait patiently for Him, and in the armour of that faith and patience to face courageously the struggle before our Empire and its Allies. We believe that our cause is the cause of Christian civilization, and that Divine power and guidance will be given to us to win victory for it, however hard the road we must first travel. And we call upon all to whom God and Righteousness are the supreme realities of life to give themselves to this sacred cause with singleness of purpose, dedicating to it all their powers, and grudging no sacrifice, whether of comfort, wealth,

or life itself, which will secure for us and our children the precious things won for us by the sacrifices of our Fathers."

The statement was signed by Most Rev. Derwyn T. Owen, Primate of the Church of England in Canada; Rev. J. A. Johnston, President of the Baptist Convention of Ontario and Quebec; The Right Rev. Stuart G. Parker, Moderator of the Presbyterian Church in Canada, and The Right Rev. John W. Woodside, Moderator of The United Church of Canada.

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### Beautiful Columbia Icefield Highway New Thrill for Visitors to Rockies



The newly completed Columbia Icefield highway, leading northward from Banff and Lake Louise in the Canadian Rockies, will provide unique motoring thrills when it is officially opened for traffic in July. The new road, which cuts through one of the most beautiful sections of the mountain playground, furnishes direct access to the great Columbia Icefield, 150 square miles in extent, whose melting ice is the source of rivers which eventually find their way to three oceans, the Pacific, the Arctic and the Atlantic, via Hudson Bay. The highway runs through the very heart of the great mountain chain. It follows the valleys of a

succession of wild, towering rivers; skirts impressive, age-old glaciers; runs along the shores of tumbling streams and jade-green lakes; passes roaring cataracts and rapids.

This mountain region is not barren or colorless. Instead, beneath great snow-capped peaks are great spruce and pine forests, glittering glaciers, translucent bodies of water, peaks looking for all the world as though huge paint pots had been spilled down their cliffs and terraces. Bears, elk, moose and other big game can be seen along the roadside and there is good fishing in the waters of the district. This new highway promises to be an important factor in attract-

ing greatly increased numbers of visitors to Banff Springs Hotel, Chateau Lake Louise and Canadian Pacific mountain lodges this summer. An interesting programme of special events has been planned in view of the record numbers of visitors expected from all parts of this continent and includes the Indian Days celebration at Banff, July 18-21; Trail Riders of the Canadian Rockies, July 26-30; Sky-Line Trail Hikers, August 3-5; Banff Golf Week, August 18-24; Alpine Club of Canada outing to Glacier Lake, July 14-20; and Banff School of Fine Arts, August 1-31. The annual Stampede at Calgary, Canada's greatest Wild West show, will be held from July 8 to 18.

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