

### IMPROVED UNIFORM INTERNATIONAL SUNDAY SCHOOL LESSON

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#### Lesson for March 19

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#### JESUS CRUCIFIED

**LESSON TEXT:** Mark 15:25-27, 30-32.  
**GOLDEN TEXT:** He was wounded for our transgressions, he was bruised for our iniquities; the chastisement of our peace was upon him; and with his stripes we are healed.—Isaiah 53:5.

The crucifixion of Christ brings us to that darkest of all days in the history of the world, when wicked men with cruel hearts and hands crucified the loving Son of God. But, thanks be to God, it was also the day when bright hope shone forth for sinful humanity, for in His death Christ bore our sins upon the tree. The veil was rent, the old sacrifices were set aside, and the "new and living way" was opened into the "holiest by the blood of Jesus" (Heb. 10:20).

The cross is not just an ornament to decorate the steeple of a church, or to adorn man. It speaks of the black horror of the cry, "My God, my God, why hast thou forsaken me?" But it also tells of our God, who "so loved the world that he gave his only begotten Son" as its Redeemer.

What does Calvary mean to us? It means that—

#### I. The Saviour Died So We Could Live (vv. 23-27).

The details of and circumstances surrounding the crucifixion are of deep interest to every Christian. We stand with Luther and weep as we see Christ's unspeakable agony, not only of body but of spirit, and we cry, "For me, for me!" How can any believer contemplate the cross and withhold self, substance, or service from Christ?

There would be less careless, selfish living if we would go often to the story of the death of Christ and recognize the loving, sacrificial devotion of Christ.

Equally heart-searching is the message of the cross to the unbeliever. He knows he is a sinner (Rom. 5:23); he knows that "the wages of sin is death" (Rom. 6:23), and he knows that "neither is there salvation in any other, for there is none other name under heaven given among men whereby we must be saved" (Acts 4:12). Here at the cross he meets that one "who his own self bare our sins in his own body on the tree, that we, being dead to sins, should live unto righteousness; by whose stripes ye were healed" (1 Pet. 2:24).

Note the difference between the two thieves who were hanged with Jesus, for it is the difference between those who face Christ in our day. One rallied on Him (Luke 23:39), while the other, repentant, had a faith that looked all the way into Paradise (Luke 23:43).

#### II. The Son Was Forsaken So We Could Be Accepted (vv. 29-38).

Awful was the railing and mocking which our Lord endured on the cross. It must have made His devoted, loving heart well-nigh break as He saw the scorn of the very ones He died to save.

Yet it was as nothing compared to that moment when He who knew no sin "was made sin for us" (II Cor. 5:21). Bearing the awful load of the sin of the world He knew the bitter agony of being forsaken by the Father. He turned His head away and we hear that saddest of all cries, "My God, my God, why hast thou forsaken me?"

We cannot fathom the full meaning of that hour, we dare not attempt to explain it, we can only accept it and thank God that because He did become sin for us we may be "made the righteousness of God in him" (II Cor. 5:21). He died that we might live. He was forsaken that we might be "accepted in Him" ("the beloved") (Eph. 1:6).

After the darkness, however, comes the light. He died not as a martyr, a vanquished gladiator defeated in battle; no, there was victory.

#### III. The Veil Was Rent So We Could Enter (vv. 37-39).

The death of Jesus was not the pitiful weakening of a human martyr. Here was the Son of God, crying with a loud voice (v. 37), giving up His spirit to the Father (Luke 23:46), declaring that the work of redemption was "finished."

As a visible indication of that fact, and as a declaration that the old dispensation of law had given place to the new dispensation of grace, God tore the temple veil in twain. Only He could have done it.

No man could have torn this sixty-foot long, twenty-foot wide, and inch-thick curtain, and note that it was torn from top to bottom. This was the act of God. This veil had hung in the temple to keep all but the high priest out of the Holy of Holies, and he entered with fear and trembling but once a year as the representative of the people.

Now all this is changed. We have now, "brethren, boldness to enter into the holiest by the blood of Jesus, by a new and living way, which he hath consecrated for us, through the veil."

Therefore, "let us draw near with a true heart and full assurance of faith" (Heb. 10:19-22).

### "As We See It"

(By J. A. Strang)

YOU MAY HAVE READ it before but it is worth repeating. During the four years of war, Canada has suffered approximately 12,000 killed and 12,000 wounded, missing and prisoners of war. During the same four years her losses from accidents among civilians, has totalled 25,000 killed and 1,600,000 injured. It would be interesting to know how many of the accidents among civilians would be classed as preventable, wouldn't it?

A FEW YEARS AGO we all had the habit of buying a new car and running it for perhaps one year or maybe two and then turning it in on a new one. We never thought of buying a used car, no it had to be a new one. Perhaps the only difference in the new one from the preceding year's model would be a slightly different curve to the fenders but we thought that the new one was away ahead of the last year's model. Today there are no new models on the market and every car on the road is a used car. If we want to get a different car we have to buy a used car. Cars really last longer than one might think that they would. We even see the old Model '1' on the road these days and the last one of them was made in 1927. However even if all cars are used cars today they seem to run very well and we seldom see a car in trouble on the highway. No doubt they are being better taken care of now-a-days. Over in England they have always taken a pride in their cars and seemed to see how long they could keep them rather than trade them in on new ones. Maybe this enforced scarcity of cars is a good thing for our country. Just imagine the money that is saved by keeping the old car. Maybe it is no wonder that there is so much money for Victory loans, Red Cross drives and etc.

THE WORST FEATURE of this recent cold weather is that we work so hard, in an attempt to keep warm, that we soon have the work all done and then we are out of a job. The question then arises what will we do in order to keep warm now.

IN ANTICIPATION OF flying business after the war, one of the United States Airlines has released some of its future program. A non-stop flight from Chicago to London, Eng., using a one hundred passenger plane would make the trip in fourteen hours. A return ticket for that particular trip would set you back \$196.00. Another route with the same company would be from San Francisco to Singapore. This trip would take from forty five to forty-eight hours each way and the round trip would cost an even \$600.00. For short trips the company expects to use much smaller planes or perhaps 40 passenger capacity and they expect the fare for these short trips and the word short in this connection means a trip right across the continent at that to be perhaps three cents per mile. The estimated speed for these local planes would be in the neighborhood of 200 miles per hour. It should be a smart way to travel.

VENEZUELA, SOUTH AMERICA has discovered a new grass that should be of considerable importance. The name is the worst part of it. It is called Melinis Minutiflora. This particular grass has the happy faculty of being able to repel snakes, ticks, mosquitoes and other insect pests. The grass exudes an oily substance that is distasteful to snakes and insects yet its fragrance is pleasant to the human nostril. The grass is one of the richest for pasture for horses and cattle and also yields a heavy crop when left for hay. It sounds like a real discovery.

ONE ADVANTAGE that the new car makers have this year is the ease with which they can be attached to the car. Instead of taking those rusty bolts out, and in cold weather at that all we have to do is to wet the sticker and apply it to the windshield. Who knows perhaps we may never have to go back to the old habit of getting brand new metal markers every year. The present system means a big saving in metal we would think.

#### PLAN JACK MINER DAY

Plans are under way to make April 10, one of the biggest days Kingsville and district have ever known. It will be the occasion of "Uncle Jack's" birthday and is expected that a number of famous personages will be present.

The event is being sponsored by the Kingsville Chamber of Commerce in conjunction with the Essex County Tourist Association and all town and district organizations.

Not only is Jack Miner the best known citizen of Canada, but he is also the sixth best known citizen on the continent. He has made Kingsville perhaps the best known town of its size in North America through his wild life activities.

It is therefore only fitting that Jack Miner's own people should pay him tribute on this occasion. Not only has he made Kingsville famous but his fame has brought thousands of American and Canadian tourists to the county and town.

### C.P.R. LOCOMOTIVES IN ART



The tempo of wartime activity in a great railway shop and ocean liners sailing peacefully over calm waters present an interesting study in contrasts at an exhibit of oil paintings by Adrien Hebert, R.C.A., now on display in the Osborne street entrance show cases of the Canadian Pacific Railway's Windsor station at Montreal.

These subjects, rarely associated with the realm of art, have been given effective and interesting treatment by Mr. Hebert. One of the more vital operations of the shop men in wartime—the overhauling of hard-working locomotives—has been forcefully portrayed in two of the paintings, one of which is shown in the accompanying illustration while the shops' flaming forges with their attending blacksmiths hard at work, inspired the theme of two others.

Other features of the exhibit include colorful portrayals of Canadian Pacific liners shown peacefully at anchor in Montreal Harbor or sailing sufficiently close to port to show an effective background of smaller ships or landscape. Born in Paris, of Canadian parentage, Mr. Hebert began his career at an early age. A fellow of the Royal Society of Arts and Manufactures of London, he has exhibited at the Spring Exhibition in Montreal and at the Royal Canadian Academy, having been elected an academician in 1941. One of his pictures was acquired by the Havre Museum, and another by the Musée de Nîmes, during a Paris exhibition of his works.

Mr. Hebert has other pictures in Le Musée de la Province de Québec, one belonging to the Art Association of Montreal, one in the National Gallery at Ottawa, and others in private collections.

#### NEW REGULATIONS GOVERNING THE SALE OF MAPLE SYRUP

The War Time Prices and Trade Board has issued an order permitting producers of maple products to sell direct to consumers at the maximum price allowed to retailers. This is expected to increase production.

When a producer sells direct to a consumer, the maximum prices are \$2.40 a gallon for ungraded syrup, \$2.85 for Canada dark grade, \$2.90 for Canada medium grade, \$3.15 for Canada light grade. These prices are for an Imperial gallon in a screw-top metal container. There are a number of other regulations and restrictions as follows:—

Maximum prices are established for each grade of maple syrup and for the ungraded product when they are sold by the primary producer in screw-top metal containers of one Imperial gallon capacity.

When a primary producer sells to a wholesale distributor the maximum price is \$1.75 per Imperial gallon for ungraded syrup, \$2.00 for Canada dark grade, \$2.24 for Canada medium grade and \$2.50 for Canada light grade.

When he sells direct to a consumer, the maximum prices are \$2.40 for ungraded syrup, \$2.65 for Canada dark grade, \$2.90 for Canada medium grade and \$3.15 for Canada light grade.

A premium of 25 cents a gallon above the price of Canada light grade is charged for syrup marketed as Canada fancy grade. For syrup sold in bulk, the selling is 25 cents per gallon less than for the same product sold in the gallon screw-top metal container.

For above prices all apply to syrup delivered to the common carrier nearest to the seller's place of business. Except when delivery is made by common carrier, no charge is to be made for delivery to a buyer within fifteen miles of the producer's place of business and no charge is to be made for delivery to a public market. Maple syrup sold in bulk must have the grade label marked on the container, and the grades for Canada fancy, Canada light and Canada medium.

form to the standard of grades established by the "colourimeter" approved by the Federal Department of Agriculture.

When a producer sells syrup to a processor or industrial user, his maximum prices, f.o.b. his shipping point, are 15 cents per lb. for Canada dark maple syrup, 16 cents for Canada medium, 17 cents for Canada light and 18 cents for Canada fancy.

The maximum price for bulk maple sugar loose packed in bags or other containers, commonly known as "farmer's run" is 22 cents a pound. A primary producer's maximum price for sales to consumers of maple sugar in one half, one, two or four lb. blocks is 35c a pound. For maple wax or in tire, maple butter or maple cream, the producers' maximum price is 35 cents a pound, f.o.b. sold to consumers.

Because of Lend-Lease in reverse, the total expenditure in Great Britain of United States forces, for official purposes, was only \$25,000 in December, 1942.

### Mail for the Boys and Girls Overseas



In eight recent trips a giant 4-engine Lancaster in the Dominion Government's trans-Atlantic Service operated by Trans-Canada Air Lines carried for Canada's active forces overseas over 20,000 pounds of mail—approximately two million letters—between Montreal and Great Britain.

The Canadian Postal Corps estimates that the average Canadian soldier receives almost four, which gives some indication of the vast number of letters that must be despatched by all forms of transportation each week.

All personnel handling mail consider letters as tremendously valuable factors in the war effort and their safety and forwarding are treated with just as much care and importance as are shipments of planes, tanks, guns and shells.

Letters are regarded as an important influence in maintaining the morale of the boys and girls in the armed forces overseas. Transporting mail is only one of the military missions for which the Lancasters in the Dominion Government service are used. They also carry passengers on important war business, as well as tons of critically needed material to our fighting forces.

Upper photo shows the big mail load for one of the flights being placed in the passenger cabin of a Lancaster by security police of the Royal Air Force Transport Command. The mail bags alongside the aircraft were placed in the nose, as well as in the cargo compartment located in that part of the plane formerly used as the bomb bay. The inset photo shows Miss Lena Desjardins, a T.C.A. employee, doing her share to beat Hitler by assisting in loading the mail carried by the big Lancasters to the Canadian servicemen and women overseas.

### The Millionaire

By R. E. LAUTERBACH  
(McClure Syndicate—WNU Service.)

FOR several days George Jenkins had been feeling like a millionaire. He did not have the actual dollars and cents in his pocket, or even in the bank, but then how many millionaires do? He did have a letter from the Whippy Steel company, though, informing him that they had accepted his invention. Under the terms outlined, George was to receive five thousand dollars immediately, with royalties to come on the sale of every golf club embodying the Jenkins Compressed Air Shaft. With this letter in his breast pocket George had good reason to feel like an offshoot of the sixty families.

The company had promised to mail the check for five thousand on Friday. It was Saturday noon now and George was hurrying home from work, his heart pounding with excitement. There wasn't any chance of a hitch. As soon as Whippy Steel heard from their Washington patent attorneys, the contracts would be signed.

George decided he would take the check directly to Marjorie's. Fortified with five thousand dollars, the prospect of more, and a completely new wardrobe just purchased on the installment plan, he hoped to pop the question which for three years he had been afraid to broach. Secretly he believed that Marjorie would accept—after a little persuasion. He allowed himself to toy with the idea that they might even be married that very afternoon. For George had been harboring a license in his wallet for months.

His preparations for the occasion even included a corsage of sweet-heart roses. Clenched in his left fist, they were encased in waxed paper, but George could see their delicate coloring and he smiled when he thought how happy the flowers would make Marjorie.

As he neared the old brownstone dwelling where he lived, George tried to foresee the happenings of the next hour. He visualized himself sitting in a corner of the couch holding Marjorie's slim white hand. He could not decide how to put the question, but Marjorie would help him out. She was that kind of a girl.

For a split second as he peeped into his mail box, George had a sinking feeling that the letter was not there. His tense fingers finally touched an envelope and he yanked it out. Sure enough, it was from the Whippy Steel Company.

George sighed and shoved his felt hat back on his head. He wanted to open the letter, to feel the check in his fingers, but he slipped the unopened letter into his pocket and strode out of the house. Marjorie must be with him when he opened the letter that held the corner stone of their entire future.

Very soon George was standing before a small renovated tenement where Marjorie had her single room and kitchenette. Although her apartment was in a low rental neighborhood like this, it somehow always gave George a feeling of luxury. Perhaps that was because Marjorie was unusually quick to see the possibilities in what might appear to be poor material. That was probably the reason she preferred George, a mere clerk in a sporting goods store, to the many prosperous suitors who took her out.

Vigorously he massaged Marjorie's bell with his thumb. In a short time she rang back, allowing him to open the lower door. With the dignity of an insurance salesman, George slowly mounted the stairs to her third floor apartment. Marjorie was waiting in the doorway.

"I hoped it was you," she said, smiling. "Come on in."

George followed her into the living room. "I thought you'd like these," he said, offering the roses.

Marjorie took them. "They're lovely," she said, allowing her nose to bursh the blooms gently. "But you shouldn't have done it."

George concluded "But maybe you won't think that after a while. I've a surprise."

Marjorie sat down on the couch close to George. "Yes," she prompted.

George smiled at Marjorie for a few moments in a tantalizing manner. Then slowly he drew the Whippy letter out of his pocket and waved it before her soft blue eyes.

Marjorie gasped. "The invention!" She grabbed the letter, rushed to the window, ripped open the envelope and started to read.

Marjorie finished the letter, tucked it back in the envelope, and stood with her back to George for a second. Then she wheeled around and ran to him. "Oh, George, I knew you'd do it!" She flung her arms around him and kissed him on the chin.

George grinned foolishly. "I guess you know what else, too. Will you marry me?"

"Right away," she said.

George never knew until after the wedding that the letter from the Whippy Steel Company regretted that they were unable to conclude their agreement because their Washington attorneys had found several conflicting patents before his.

As Mrs. Jenkins explained later, "I saw my one chance to get him, and I grabbed him."