

### Sunday School Lesson

November 24, Lesson VIII—The Higher Patriotic—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 REBUKED, 4: 5-11.

INTRODUCTION—Israel is to render a high service to the nations of the world. Such is the teaching of the prophets from very early times. The blessing of Abraham is not to be for himself alone, but he shall be to all the nations of the earth shall be blessed in him.—Gen. 12: 2, 3. "All the nations of the earth shall be blessed in thee," 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: 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 days of Achan, judgment (or justice) in the earth, given "for a covenant of the people, for a light of the Gentiles," Isa. 41: 8-10; 42: 1-6. He is intended to do great things for his own people, restore and re-establish the scattered exiles in their own land, but that patriotic spirit 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 know and worship the Lord, Psalm 65: 2; 67: 2; 72: 8-11; 82: 8; 85: 9; Isa. 60: 23, etc.

I. REFUSING THE CALL TO SERVICE, 1: 1-3. Jonah the son of Amittai was called to go to 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 call to possibly dangerous and certainly unremunerative mission. It may have been the strong dislike which Israelite would naturally have to such a mission to a strange city. To escape the insistent call he gives himself to mercantile trade, and embarks in a Phoenician 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 by 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 terribly 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 oppressors, 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., only about 200 years before the time 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-centered Israel, which had not yet learned the universality, the graciousness, and the compassionate 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 came, 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. 13: 23-22; Rom. 1: 15. But, defective and half-hearted as his preaching was, Nineveh heard and repented, and the judgment of God was stayed, Gen. 18: 22-25.

III. A NARROW SELFISHNESS REBUKED, 4: 5-11. It displeased Jonah exceedingly that Nineveh 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 Partner 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, stopped, 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, Thurlough 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 distinguished career, while Thurlough 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 coconuts remain the one staple article for export.

With a total population of 23,000, only about 200 are whites. The town of Scarborough 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, Volokolki and Artimovsk.

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

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

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

#### BRITISH PRESS VIEWS

"We are opening not only a new chapter but 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."

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 and 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 (now 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."

"Regularly 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 stand-

### WHAT New York IS WEARING

#### Illustrated Dressmaking Lesson Furnished with Every Pattern

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

Style No. 2973 comes in sizes 16, 18 years, 36, 38, 40 and 42 inches bust. You can make it in about two hours.

The belt marks normal waistline and slips under panel extension of skirt at front.

Navy blue silk crepe is smart choice for office and classroom. In sheer woolen in beige and brown tints, it is captivating for sports and spectator sports. Canton crepe in rich dark purple shade is flattering. Claret red crepe de chine is popular. Wool jersey in toast-tan shade is also interesting.

Crepe Elizabeth, crepe Roma, wool crepe, sheer tweed, and georgette crepe appropriate.

Pattern price 15 cents. Be sure to fill in size of pattern. Address Pattern Department, The New Fall and Winter Fashion Magazine, 15 cents, but only 10 cents when ordered with a pattern.

No. 2973. Size.....  
Name.....  
Street Address.....  
City..... State.....

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

carefully) for each number, and add your order to Wilson Pattern Service, 73 West Adelaide St., Toronto. Patterns sent by an early mail.

ards 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. Chortton, 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 ensured 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 guarantee 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.



2973

### 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 based 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.

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 been 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."

#### Song

Bonnie Liddy Hairst Mune,  
I wad se ye shinin' sune,  
O'er a byre-field an' links o' green,  
Whaer a barley-bath awneen.

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

Wha' some auld lover meet,  
Whaer the path lies dewy wet,  
Watch yer siller licht awneen,  
Bonny Liddy Hairst Mune.

A field o' stooks is a rare sight,  
I'll awa' the mornin' nicht,  
Time o' hairst's sune ower an' done,  
Bonny Liddy 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 company he promotes.

### "Flying Baron" Circled Globe Just for Lark

Warthausen's Flight, Planned From Berlin to Moscow, Becomes Tour of World

#### 380 HOURS IN AIR

A leisurely airplane flight that may lead one almost anywhere—around the world, perhaps—any became a commonplace some time, now that Baron Friedrich-Karl Freiherr Koenig von und zu Warthausen has shown us how to do it by flying 18,500 miles in an open-cockpit two-seat plane with a pocket compass and a map of the world as his navigation aid.

The youthful flyer—he is twenty-three years old—arrived in New York recently. He kept no record of his expenses for the long flight. He explained, regretfully, that he did not realize how long a flight it was going to be when he started.

#### 380 Hours in Air

He does know, however, that he added some 380 hours in his flying time, in addition to the scant seventeen he had accumulated when he left Berlin. He knows also that his Klemm-Daimler plane, the German original of the American Aeromarine-Klemm, uses about one and a half gallons of gasoline an hour. At this rate he would have used about 554 gallons of fuel, which would have cost him, at the rate charged for aviation gasoline here, about \$185.

Add a fraction of that amount for the replacing of a wing after a minor accident at El Paso, Tex., and you have the flying expenses of his trip. The plane, which cost about \$2,000 when new, is to be purchased for its original price by a museum in Munich, but this, of course, is a stroke of good luck that future aerial globe trotters can scarcely hope for.

#### 200 Miles From Filing Station

Refueling was not always a matter of stopping at an airport and taxiing up to a tank for Baron Warthausen during his world flight. Upon one occasion he had to land in the Persian desert about 200 miles from the nearest city, Bushire.

The tribe encamped at the oasis welcomed him warmly, but could give him no fuel. The chief sent a man on a camel 200 miles to the nearest service station to get five gallons of gasoline, and in the mean time Baron Warthausen remained at the oasis as the guest of the tribe. When the messenger returned Baron Warthausen said that he would have to be on his feet.

First he offered to pay for his board and lodging, which was refused. The chief was not averse to accepting a gift, however, so Baron Warthausen gave him a cigar lighter and drew enough gasoline from the fuel tank to supply the lighter for some time. Tribesmen begged that he make a general distribution of his prized gasoline for its supposed medicinal attributes.

#### Castor Oil for Lighter

The baron drained the castor oil from the crankcase and gave it to the natives. He will avoid that oasis in future flights, he said.

Baron Warthausen's long flight was made not to add to the world's store of scientific knowledge, nor to achieve prominence as a spectacular flyer, but simply because he was enjoying himself. Leaving Berlin in August, 1928, he set out to make a non-stop flight to Moscow, hoping to win the Von Hindenburg prize for the outstanding flight during the year by a German flyer in a light sport plane. After succeeding in this attempt he met Germany's Minister to Persia, who happened to be in Moscow, and the minister invited him to fly to Persia. Baron Warthausen did not think that it would be a good lark and at the same time would strengthen his claim to the medal.

#### Won Medal

After seeing Persia he determined to add one more leg to his flight, just to be sure of the medal. He proceeded to Karachi, India. From Karachi he flew to Calcutta, where the German Minister met him with a telegram informing him that he had won the prize and advising him to turn back to Germany.

Instead he went on to Siam, then to China, Japan, and then to the United States. He attempted no difficult ocean crossings, but put his plane aboard a steamship to travel between seaports.

This does not mean that he shrank from making difficult flights. Passing through India, he flew over jungles, where he saw herds of wild elephants, and he stopped in Burma to hunt wild flamingoes. In the Caucasus he was attacked by giant buzzards, but they misjudged the speed of the plane and did no damage. Baron Warthausen admitted that he was afraid that they might fly into his propeller and shatter it.

When he returns to Germany he expects to devote himself to aviation, not as a professional pilot or even as an aviation executive, but as a promoter. He will visit the colleges to persuade as many as possible to learn to operate airplanes.

If the world is a stage, the majority of us are merely scene-shifters.

### MUTT AND JEFF—By BUD FISHER



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