

# SUNDAY SCHOOL LESSON

LESSON VII  
Jesus the Good Shepherd  
John 10: 1-42  
Printed Text John 10:1-16.

Golden Text—I am the good shepherd; the good shepherd layeth down his life for the sheep. John 10:11.

Time—The discourse on Christ as the Good Shepherd was uttered in October A.D. 29. The events recorded in the last of the chapter took place in December of that year and in January, A.D. 30.

Place—The events recorded in this chapter took place in Jerusalem, except the one found in verses 40-42, which is to be located in Bethany beyond Jordan.

1. Verily, verily, I say unto you, He that entereth not by the door into the fold of the sheep. The sheepfold was a walled enclosure, with a strongly barred door, through which alone access could be had to the sheep. Through this door the sheep were led at night, after which the gate was barred. A porter slept near the gate on the inside of the enclosure. In the morning the shepherd knocks on the gate, it is opened to him, and he calls his own sheep out. But climbeth up some other way, the same is a thief and a robber. A man who had no right to go through the door, who would not be allowed to enter the door, and who would resort to climbing over the wall to seize a sheep is truly "a thief and a robber."

2. But he that entereth in by the door is the shepherd of the sheep.

3. To him the porter openeth. The sheepfold speak of the true church, the body of Christ; the sheep, of course, are those who are the true followers of the Lord Jesus Christ, the children of God; the shepherd is the Lord Jesus, though he has not yet announced himself as such. Professor Plummer says we might take the porter to be the Holy Spirit. And the sheep head his voice; and he calleth his own sheep by name, and leadeeth them out. Frequently three or four shepherds will lead their sheep into one sheepfold at night. It is one of the most amazing sights in the Orient to see a shepherd approach, say, seven hundred sheep, belonging to four or five different shepherds, and, by a peculiar guttural sound, call his own sheep out from amongst the others.

4. When he hath put forth all his own, he goeth before them, and the sheep follow him: for they know his voice. The shepherd goes before the sheep, because he knows the way. In doing so, he is the first one to meet prowling beasts and to see places of danger which must be avoided. Our Lord has gone before us in conflict with Satan, and has defeated him, so that we follow in that victory.

5. And a stranger will they not follow, but will flee from him: for they know not the voice of strangers. Strangers, as far as Christians are concerned, are those false teachers and false prophets who would lead astray the very children of God.

6. This parable spake Jesus unto them: but they understood not what things they were which he spake unto them. They did not understand Christ's teachings because they were not sincere; they were not really seeking for the truth.

7. Jesus therefore said unto them again, Verily, verily, I say unto you, I am the door of the sheep. Sir Wilfred T. Grenfell, the famous Labrador physician, had an experience which remarkably illustrates the meaning of this verse: "One of our party, as we climbed, noticed a shepherd driving his sheep into a large kind of cave with an open mouth. In reply to her question, he said: 'I am putting them away for the night to be safe from the jackals and dogs.' But she objected: 'There is no door to the cave.' He replied simply: 'I am the door.' It is the Eastern shepherd's custom to lie down across the doorway of such caves, and with his own life to protect the sheep."

8. All that came before me are thieves and robbers. By this Jesus does not mean that all the prophets of the Old Testament and the true priests of God in Israel's history were thieves and robbers, but that all who in themselves pretended to satisfy the needs of men, to provide in themselves salvation from sin, had illegals and falsely assumed such prerogatives and, therefore, had robbed their followers of the peace, joy, life, and hope which they falsely had promised to bestow. But the sheep did not hear them. It does not say that no one heard them, for great multitudes did, but the sheep, those who truly belong to God, whom God had called, would not follow these false teachers and shepherds.

9. I am the door; by me if any man enter in, he shall be saved, and shall go in and go out, and shall find pasture. (Cf. Matt. 7:14). A man who approaches God by believing in the Lord Jesus Christ is a man who will find entrance into the new life here and in the glory to come, and is one who certainly will be saved, for no man can come to Christ sincerely but that Christ will receive him.

10. The thief cometh not, but that he may steal, and kill, and destroy. Satan is the great thief. I came, that they may have life, and may have it abundantly. To follow Christ is to know a richer physical life, a clearer, stronger mental life, a sweeter domestic life, a more honorable social life, and, pre-eminently, a true, eternal, spiritual life, the very life of God.

11. I am the good shepherd. At last Christ identifies himself actually as the Shepherd of the sheep—the good shepherd layeth down his life for the sheep. It is very significant that at most every passage in the New Testament that speaks of the love of God for man and the love of Christ for man also speaks of the death of the Lord Jesus Christ for man (for instance, John 3:16; Gal. 2:20; 1 John 3:16; 4:10).

12. He that is a hireling, and not a shepherd, whose own the sheep are not. The hireling was simply a hired shepherd, who himself was not interested in the flock, but was caring for it simply for the money he received. Beholdeth the wolf coming, and leaveth the sheep, and fleeth, and the wolf snatcheth them, and scattereth them. The wolf represents any enemy of Christ who, at the same time, of course, would be an enemy of the welfare of Christ's own.

13. He fleeth because he is a hireling, and careth not for the sheep. The hireling flees because he is interested only in himself and his own welfare. Christ was concerned first with men. He came to minister to and to lay down his life a ransom for us.

14. I am the good shepherd; and I know mine own, and mine own know me. The whole experience of Christ as our shepherd gives him an increasing knowledge of us.

15. Even as the Father knoweth me, and I know the Father; and I lay down my life for the sheep. "As the shepherd is always with the sheep and so deeply interested in them, the shepherd comes to know his sheep very intimately."

16. And other sheep I have, which are not of this fold. Christ is here referring to the Gentiles, as a great company distinct from the children of Israel, and yet, with them, equally the sheep of his fold. Them also I must bring. Literally, the verb should read "lead." And they shall hear my voice. Millions and millions have heard the voice of Christ, through the written word, and his witnesses down through the ages. And they shall become one flock, one shepherd. The church of Christ is one indivisible body, because it is the body of Christ; each believer has the same privileges as another; we are bound together by a common faith, a common hope, and one Lord (Eph. 4:5).

## Movie Star Dust Radio

By VIRGINIA DALE

If you are still sighing with regret over Helen Jepson's departure from the "Showboat" program on the radio, you will be delighted to hear that she is going to make a motion picture. That ambitious young company the Grand National that went over big with "Great Guy," in which they brought back the too-long-absent Jimmy Cagney back to the screen, is going to star her in a musical. And Victor Schertzinger, no less, who piloted Grace Moore to screen fame, is going to direct Miss Jepson.

Movie officials are so jittery about having Fred Astaire and Ginger Rogers career around on roller skates for their next picture "Stepping Out," they have taken out one quarter of a million dollars insurance against production delays due to accidents. They know how dangerous it is to give Astaire a new toy like skate right up walls. So they are protecting themselves from any spur-of-the-moment antics he may indulge in.

Lulu Desti is not going to be like other foreign film stars who come to Hollywood to make pictures. Usually the newcomers spend about six days in New York, seeing nothing of our country but night clubs and theatres, photographers and interviewers, before they rush to Hollywood by airplane or fastest train. Miss Desti, on her arrival from England, persuaded Paramount officials to let her drive across country in a less usual fashion so that she could really get acquainted with us before starting work in our studios. She won't even hazard a guess about how long it will take her, because she knows that she will never be able to resist going off her carefully marked route to explore side roads.

If good wishes make good pictures "Steel Highway," will be one of the best of the year. It was rushed into production in order to keep Ann Nagel so busy that she could not brood over the tragic death of her husband, Ross Alexander. In this picture she plays a leading role for the first time. Another good reason why every one is pulling for the success of this picture is that a newcomer is none other than William Hopper, son of Hedda Hopper.

Young players in Hollywood have every reason to be grateful to Hedda Hopper, and they are. They flock to her for advice on clothes and for help in studying their lines. Young brides who grow pantyuck about playing hostesses at their first big party (and who doesn't?) consult her about refreshments and decorations, how many extra servants to get in, what entertainments to offer and all that. And then they usually insist that she be the first guest to arrive, the last to go.

A few years ago, every visitor to New York made a bee-line for the Hippodrome, just as nowadays the Radio City Music Hall is number one on any list of sights to be seen. Buddy de Sylva has been brooding lately over all the young folks who grew up too late to see one of the thrilling, dazzling, Hippodrome shows, and has decided that something must be done about it. So, he is going to make a picture called "Hippodrome" for Universal.

The amiable lunacies of the Burns and Allen pictures and radio program go right on in their more private life. Just now they are having a wonderful time sending telegrams to Tony Martin, signed by the casting director of Twentieth Century-Fox, telling him that he must mend his ways and live a more quiet life. And the handsome six-foot Tony couldn't be more proper.

When Burns and Allen transfer their broadcasting activities to N. B. C. on April first, Tony will go right along with them.

ODDS AND ENDS — Errol Flynn insists that he is going to Borneo as soon as he finishes "The Prince and the Pauper." Lili Damita may think otherwise, just as she did the last time he got all ready to start — Romantic rumors about Marlene Dietrich and Douglas Fairbanks, Jr., may be just rumors, but nevertheless when she arrives in Hollywood soon to film "Angel," Junior will be on his way here. — When friends borrow books from Humphrey Bogart and keep them more than two weeks, he charges them five cents a day, and gives the considerable sum thus collected to charity.

London's Most Successful Career Woman



Miss Gordon Holmes, London's most successful career woman, who holds the posts of joint managing director of the National Securities Corporation, Ltd.; director of the Guardian Securities Co., and a directorship on the board of a Hungarian bank. She started as a clerk.

## Government Board On Wheat Suggested

WINNIPEG — Doubtful of practicability of reviving wheat pools on a contract basis, R. S. Law, president of United Grain Growers Ltd., last week proposed the Turgeon Royal Grain Commission consider a Government Wheat Board and appointment of a Government Supervisor for the Winnipeg Grain Exchange.

Confusion in the minds of farmers in Western Canada as to the best methods of meeting marketing problems was noted by Mr. Law, as he summarized activities of the grain trade in all its phases. Because many farmers wanted a means of selling their wheat to obtain the average price of the year, the president of the farmer-owned grain company said the Commission should investigate whether "it is feasible for the Wheat Board to supply such farmers with the type of selling they desire." The board would pay an initial price and interim payments later, as warranted through disposal of the wheat.

The Commission should also consider advisability of appointment of a supervisor for the Winnipeg Grain Exchange, as recommended by the Stamp Commission in 1931, Mr. Law said.

There are 10,000,000 cyclists in Britain.

## She Cottons to Lace



Something new in lace is presented by Miss Dorothy Berner as she basks in Old Sol's beams in the south. This very latest in swimming suits is made of leafy cotton lace and was designed in France.

## Subjecting Airplane Pilots and Equipment To Too Great Pressure

Several bad crashes of scheduled air transports within two weeks, three of them ending in the fatal and familiar loss of every soul on board, have not noticeably diminished the throngs crowding the air-line ticket offices, comments the New York Herald-Tribune. But they are bound to invite some second thoughts on questions of air-line safety and operating practice.

Admittedly, they are not easy to deal with. "Safety" itself is largely a subjective matter—what is safe for one man being hair-raising recklessness to another—and any attempt to reduce it to objective terms is quickly lost in the metaphysical mysteries of probability. A hunt for the "causes" of accidents raises equal difficulty. Weather conditions apparently played a primary part in all four of the recent accidents, but it is, of course, the responsibility of commercial operators of airplanes to avoid or circumvent weather risk.

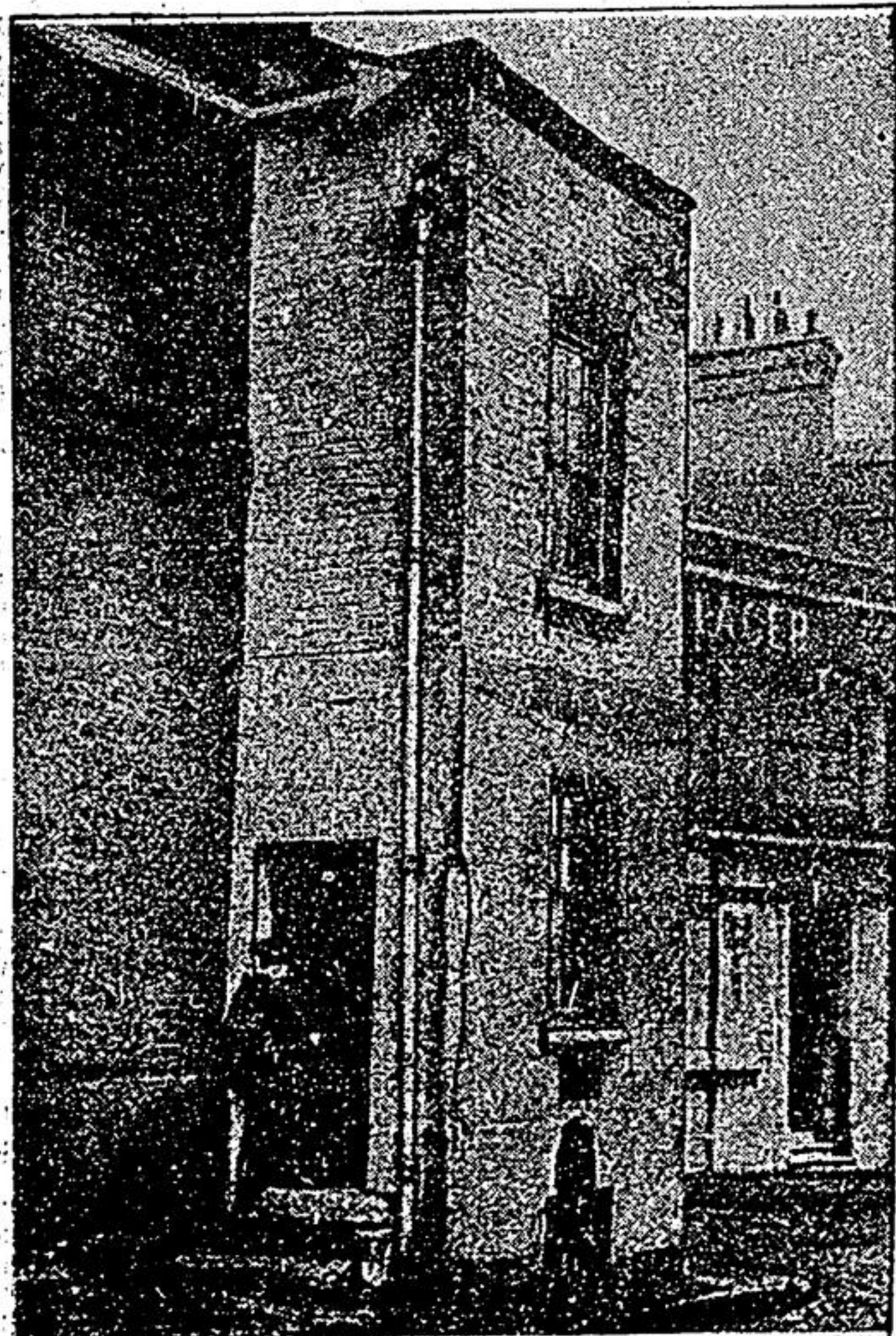
In the case of the liner which crashed near Port Jervis, the weather not only created the original danger but then put out of action, through icing or rain static, the radio aids devised to meet it. Are the companies putting too much reliance on their marvelous radio equipment? Was the pilot, on the other hand, careless in meeting the situation created by the radio failure? In the case of the transport lost in California there was no apparent radio failure, while the weather conditions appear to have offered no difficulties that could not have been easily avoided. Was that a case of pilot failure, due to carelessness or a slight slip of judgment, or was the pilot flying under a pressure to keep schedules which led him to take chances?

As for the two ships lost in the Rockies, it can only be surmised that some sudden snowstorm was their undoing. Does that mean that the planes were sent up under conditions of too much risk? Only under technical investigation, if ever, can any satisfactory answer be given; but the four accidents together, all of them pointing to the tenacity of the aids upon which life may hang in certain circumstances, to the tremendous responsibility upon the pilot and the appalling price of his slightest failure at a critical moment, will inevitably lead in self-questioning by the leaders of the industry as to whether a pressure is not being put upon men and equipment greater than is wise.

In considering such suggestions, aviation men will naturally consult the statistics. They are not too satisfactory as evidence. The passenger miles to a fatality, for example, fluctuate erratically, due to the chance circumstance that one wrecked ship may have had all its seats filled and another only two or three passengers on board. A similar difficulty appears with other indices. Over the last six years, however, it may be said that the scheduled air lines have averaged about 11 fatal accidents resulting in just slightly fewer than 30 deaths a year. During the same period the plane-miles flown nearly doubled. Unfortunately, this year will lose most of the ground so gained by increasing the deaths to some 60. If the figures thus do not prove that air travel is growing safer, they do not, even with the last ones included, reveal any increased recklessness. Their indications are still favorable to the air lines, so far as they are of value.

Neither examination of "causes" nor study of the figures will entitle one to be dogmatic upon so elusive a question as safety, it would seem. But both should warn executives and pilots alike that in the eternal war of all transportation enterprises between safety and schedules, they should remember always to err on the side of safety.

## London's Strangest House



Built on the foundations of the oldest historical monument in London—the Roman Wall—this odd house, No. 20 Tower Hill, only nine feet wide and 32 feet high, has been marked for demolition soon. It has three rooms, one over the other. The floor of the basement is formed by the Roman Wall itself.

## Economic Index Jumps to 120.5

OTTAWA—Spectacular gains in carloadings and important rises in three of the other six components boosted the economic index from 117.3 the first week of the year to 120.5 for the week ended January 16, the Dominion Bureau of Statistics reports.

The economic index, base 1926 equals 100, and its six components:

	1931	1937	1937
Common stocks	112.5	137.5	139.1
Car loadings	74.6	84	90.6
Wholesale prices	72.9	80.9	81.7
Bond yields	136.4	156.5	155.5
Bank clearings	105.3	102.6	101.2
Shares traded	327.9	460.6	839
Economic index	104.5	117.3	120.5

Mink ranching is providing a substantial income on many a cattle range in southern Alberta provincial game branch, officials report. On more than 25 ranches the number of animals ranges from a pair to several hundred.

China's military expenditures in the last fiscal year were 56 per cent greater than its expenses for civil

## Stands By Stricken Cities for 50 Hours



Richard E. Nebel, Brooklyn, N.Y., amateur radio operator, who locked himself into his room for 50 hours to relay messages to stricken cities that could not be reached by local stations, keeps sarphones on as he refreshes himself with a cup of tea.