

Jesus the Saviour of the World

Sunday School Lesson for Feb. 2, 1908
Specially Prepared for This Paper

LESSON TEXT.—John 3:1-21. Memory verses 14-16.

GOLDEN TEXT.—"For God so loved the world that he gave his only begotten Son, that whosoever believeth in him should not perish, but have everlasting life."—John 3:16.

TIME.—Sometime in April, A. D. 27, during Jesus' visit at Jerusalem for the Passover. John was still preaching in the wilderness. Early in the first year of Jesus' ministry, he having five or six followers at that time.

PLACE.—Some room in Jerusalem at a house where Jesus was a guest. Reached by an outer stairway.

Comment and Suggestive Thought.

What Is the Kingdom of Heaven?—It is that condition or state where God reigns as king, where he is the supreme object of love and service, where his will is the law, and men obey it as naturally as they breathe, and where all his subjects are formed in his holy image and inspired with his spiritual life. It is that for which we pray in the first petitions of the Lord's Prayer. He belongs to God's kingdom.

Who recognizes God as his Father; Who hallows his name; Whose supreme desire and aim is that his kingdom shall come; Who does God's will on earth as it is done in heaven.

And when all men have this supreme choice of God, then this world will have been transformed into the kingdom of heaven.

Paul expresses the essential meaning when he places the "fruits of the Spirit," whose source and inspiration are the Holy Spirit, in contrast with the "works of the flesh."

This kingdom naturally required some form or organization to best accomplish its work. But the two ideas, however closely allied, are distinct, as are body and soul. One may have the form without the spirit; and one may have the spirit without the organization.

What Was Jesus' Teaching About Belonging to the Kingdom of God?—V. 3. "Verily, verily." Repeated for the sake of emphasis. "I," the teacher sent from God, "say unto thee," This is my message. "Except a man be born again," Greek, another, "again," or "anew," as in R. V. and Am. R., from above." Whosoever is born again is born anew and born from above. Except a man have a new spiritual life imparted by the Holy Spirit, in addition to his natural life received through his parents, "he cannot see," understand, know the meaning of, feel the motives, realize the presence of, "the kingdom of God."

What Is It to Be Born Anew, from Above?—We have a natural physical life. We live in a world of sense. Our supreme choice may be to enjoy this life, to make its pleasures and desires supreme, to possess the things that minister to it, at any cost, at the expense of other people, at the expense of conscience and duty and love. This is the life of the flesh, of this world. A thousand good, lovely, and charming things may come into this life. But the test of the life is "what is our supreme choice."

This life is imparted by the spirit of God, enabling one to choose God, and gain the victory over the lower nature. It is by this power, through this inspiration, under this influence that we are enabled to bear the fruits of the spirit which are the virtues of the kingdom of heaven.

V. 5. "Except a man be born of water and of (the) Spirit."—(There is no article in the Greek before "Spirit.") To understand this, note several things in the circumstances: (1) John was baptizing with water as a symbol of repentance. (2) Baptism symbolized the cleansing of the soul from sin. (3) Baptism symbolized the outward profession, the entering into the visible kingdom. (4) Nicodemus was familiar with the rite with this signification.

Water may denote either or both of two allied meanings. (1) The Lord here declares that there are two elements or factors in the new birth; putting away the old life and receiving the new. Water was the natural and familiar symbol of cleansing from sin, of putting away the sinful past, of confession of sin. This act the Pharisees were not inclined to believe as applied to themselves. They refused to be baptized by John, and thus confess their need of forgiveness.

What Was Jesus' Authority for This Teaching?—It was, first, the authority of the Scriptures. To Nicodemus' exclamation (9) "How can these things be?" Jesus refers him to the Scriptures.

V. 10. "Art thou a Master," a teacher, "of Israel," your business being to study and explain the Scriptures. "And knowest not these things?" You will find this truth in the Scriptures you teach, as, for instance, in Ezek. 11:19; 18:31; 36:26; Jer. 24:7; 31:33.

It was, secondly, the authority of personal knowledge and experience.

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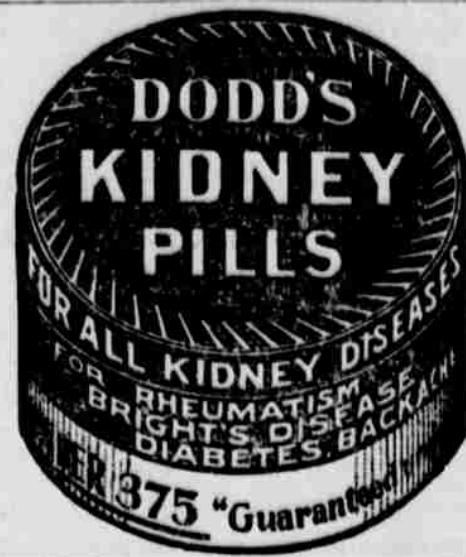
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W. N. U., LINCOLN, NO. 5, 1908.

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Commissioner Smith vs. The Standard Oil Co.

From the Railway World, January 3, 1908.

Mr. Herbert Knox Smith, whose zeal in the cause of economic reform has been in no wise abated by the panic which he and his kind did so much to bring on, is out with an answer to President Moffett, of the Standard Oil Company of Indiana. The publication of this answer, it is officially given out, was delayed several weeks, "for business reasons," because it was not deemed advisable to further excite the public mind, which was profoundly disturbed by the crisis. Now that the storm clouds have rolled by, however, the Commissioner rushes again into the fray.

Our readers remember that the chief points in the defence of the Standard Oil Company, as presented by President Moffett, were (1) that the date of six cents on oil from Whiting to East St. Louis has been issued to the Standard Oil Company as the lawful rate by employees of the Alton, (2) that the 18-cent rate on file with the Interstate Commerce Commission was a class and not a commodity rate, never being intended to apply to oil, (3) that oil was shipped in large quantities between Whiting and East St. Louis over the Chicago & Eastern Illinois at 6½ cents per hundred pounds, which has been filed with the Interstate Commerce Commission as the lawful rate, and (4) that the 18-cent rate on oil was entirely out of proportion to lawful rates on other commodities between these points of a similar character, and of greater value, such, for example, as linseed oil, the lawful rate on which was eight cents. President Moffett also stated that thousands of tons of freight had been sent by other shippers between these points under substantially the same conditions as governed the shipments of the Standard Oil Company.

This defence of the Standard Oil Company was widely quoted and has undoubtedly exerted a powerful influence upon the public mind. Naturally the Administration, which has staked the success of its campaign against the "trusts" upon the result of its attack upon this company, endeavors to offset this influence, and hence the new deliverance of Commissioner Smith.

We need hardly to point out that his rebuttal argument is extremely weak, although as strong, no doubt, as the circumstances would warrant. He answers the points made by President Moffett substantially as follows: (1) The Standard Oil Company had a traffic department, and should have known that the six-cent rate had not been filed, (2) no answer, (3) the Chicago & Eastern Illinois rate was a secret rate because it read, not from Whiting, but from Dolton, which is described as "a village of about 1,500 population just outside of Chicago. Its only claim to note is that it has been for many years the point of origin for this and similar secret rates." The Commissioner admits in describing this rate that there was a note attached stating that the rate could also be used from Whiting.

The press has quite generally hailed this statement of the Commissioner of Corporations as a conclusive refutation of what is evidently recognized as the strongest rebuttal argument advanced by the Standard.

In fact, it is as weak and inconclusive as the remainder of his argument. The lines of the Chicago & Eastern Illinois do not run into

Chicago. They terminate at Dolton, from which point entrance is made over the Belt Line. Whiting, where the oil freight originates, is not on the lines of the Chicago & Eastern Illinois, which receives its Whiting freight from the Belt Line at Dolton. The former practice, now discontinued, in filing tariffs was to make them read from a point on the line of the filing road, and it was also general to state on the same sheet, that the tariff would apply to other points, e. g., Whiting. The Chicago & Eastern Illinois followed this practice in filing its rate from Dolton, and making a note on the sheet that is applied to Whiting. This was in 1895 when this method of filing tariffs was in common use.

Now let us see in what way the Intending shipper of oil could be misled and deceived by the fact that the Chicago & Eastern Illinois had not filed a rate reading from Whiting. Commissioner Smith contends that "concealment is the only motive for such a circuitous arrangement," i. e., that this method of filing the rate was intended to mislead intending competitors of the Standard Oil Company. Suppose such a prospective oil refiner had applied to the Interstate Commerce Commission for the rate from Chicago to East St. Louis over the Chicago & Eastern Illinois, he would have been informed that the only rate filed with the commission by this company was 6½ cents from Dolton, and he would have been further informed, if indeed he did not know this already, that this rate applied throughout Chicago territory. So that whether he wished to locate his plant at Whiting, or anywhere else about Chicago, under an arrangement of long standing, and which applies to all the industrial towns in the neighborhood of Chicago, he could have his freight delivered over the Belt Line to the Chicago & Eastern Illinois at Dolton and transported to East St. Louis at a rate of 6½ cents. Where then is the concealment which the Commissioner of Corporations makes so much of? Any rate from Dolton on the Eastern Illinois or Chappell on the Alton, or Harvey on the Illinois Central, or Blue Island on the Rock Island, applies throughout Chicago territory to shipments from any other point in the district. So far from the Eastern Illinois filing its rate from Dolton in order to deceive the shipper, it is the Commissioner of Corporations who either betrays his gross ignorance of transportation customs in Chicago territory or relies on the public ignorance of these customs to deceive the public too apt to accept unquestioningly every statement made by a Government official as necessarily true, although, as in the present instance, a careful examination shows these statements to be false.

The final point made by President Moffett that other commodities of a character similar to oil were carried at much lower rates than 18 cents, the Commissioner of Corporations discusses only with the remark that "the 'reasonableness' of this rate is not in question. The question is whether this rate constituted a discrimination as against other shippers of oil," and he also makes much of the failure of President Moffett to produce before the grand jury evidence of the alleged illegal acts of which the Standard Oil official said that other

large shippers in the territory had been guilty. Considering the fact that these shippers included the packers and elevator men of Chicago the action of the grand jury in calling upon President Moffett to furnish evidence of their wrong-doing may be interpreted as a demand for an elaboration of the obvious; but the fact that a rate-book containing these freight rates for other shippers was offered in evidence during the trial and ruled out by Judge Landis, was kept out of sight. President Moffett would not, of course, accept the invitation of the grand jury although he might have been pardoned if he had referred them to various official investigations by the Interstate Commerce Commission and other departments of the Government.

We come back, therefore, to the conclusion of the whole matter, which is that the Standard Oil Company of Indiana was fined an amount equal to seven or eight times the value of its entire property, because its traffic department did not verify the statement of the Alton rate clerk, that the six-cent commodity rate on oil had been properly filed with the Interstate Commerce Commission. There is no evidence, and none was introduced at the trial, that any shipper of oil from Chicago territory had been interfered with by the 18-cent rate nor that the failure of the Alton to file its six-cent rate had resulted in any discrimination against any independent shipper,—we must take this on the word of the Commissioner of Corporations and of Judge Landis. Neither is it denied even by Mr. Smith that the "independent" shipper of oil, whom he pictures as being driven out of business by this discrimination of the Alton, could have shipped all the oil he desired to ship from Whiting via Dolton over the lines of the Chicago & Eastern Illinois to East St. Louis. In short, President Moffett's defence is still good, and we predict will be so declared by the higher court.

The Standard Oil Company has been charged with all manner of crimes and misdemeanors. Beginning with the famous Rice of Marietta, passing down to that apostle of popular liberties, Henry Demarest Lloyd, with his Wealth Against the Commonwealth, descending by easy stages to Miss Tarbell's offensive personalities, we finally reach the nether depths of unfair and baseless misrepresentation in the report of the Commissioner of Corporations. The Standard has been charged with every form of commercial piracy and with most of the crimes on the corporation calendar. After long years of strenuous attack, under the leadership of the President of the United States, the corporation is at last dragged to the bar of justice to answer for its misdoings. The whole strength of the Government is directed against it, and at last, we are told, the Standard Oil Company is to pay the penalty of its crimes, and it is finally convicted of having failed to verify the statement of a rate clerk and is forthwith fined a prodigious sum, measured by the car. Under the old criminal law, the theft of property worth more than a shilling was punishable by death. Under the interpretation of the Interstate Commerce law by Theodore Roosevelt and Judge Kenesaw Landis, a technical error of a traffic official is made the excuse for the confiscation of a vast amount of property.