

# PAUL IN ROME

"BRASS TACKS" on the Sunday School Lesson

The International Uniform Sunday School Lesson on the above topic for December 17 is Acts 27 and 28, especially 28: 11-20, 30, 31, the Golden Text being Phil. 3: 14— "I press on toward the goal unto the prize of the high calling of God in Christ Jesus."

By DR. ALVIN E. BELL

Paul had a fine conception of the strategic value of the great cities of his day in their relation to Christ's program of world evangelization. In this passion for cities Rome had a large place. Nearly five years before he came to Rome as a prisoner we hear Paul say at Ephesus, "I must also see Rome"; two years later he writes a wonderful letter from Corinth to the Christians at Rome in which he expresses a longing of many years to visit Rome on his way to Spain.

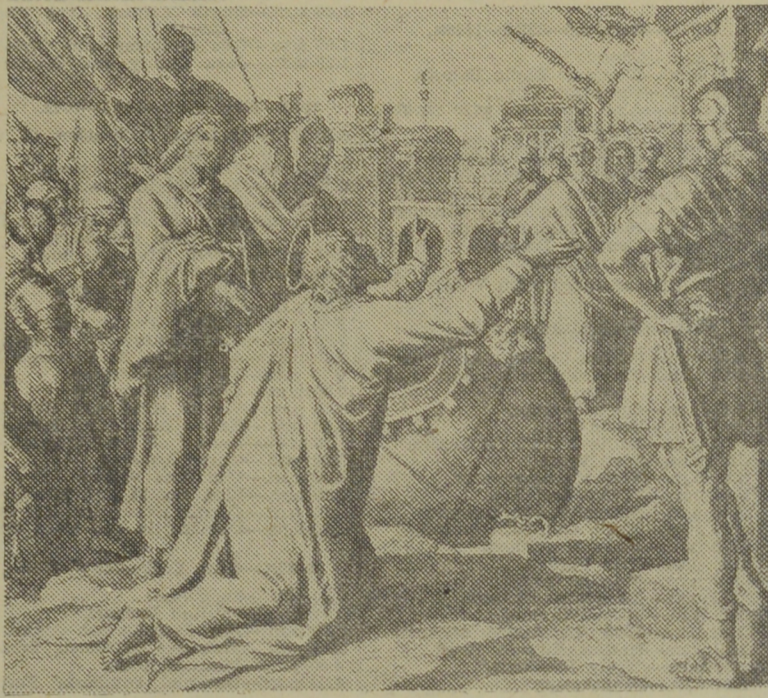
### The Journey to Rome

Paul's appeal to Caesar was a last desperate resort to save himself from the impossibilities of a fair trial by his ecclesiastical enemies at Jerusalem. How desperate a resort it was is apparent when we recall that the emperor to whom he appealed his case was the unspeakable Nero! It was probably August of the year 59 that Paul set out from Caesarea, a prisoner in chains in charge of a kindly centurion, named Julius, who permitted Paul to take with him as his own servants Luke the physician and Aristarchus of Thessalonica. After changing ships at Myra in western Asia Minor they headed towards Italy in the late autumn when prevailing winds made sailing hazardous.

### The Shipwreck

Driven along the southern shore of Crete they found a safe harbor at a place called Fair Havens where Paul advised them to spend the winter. But what did this landlubber know about sailing that they should heed his advice? There was a better harbor further westward where they preferred to winter. But before they could make it a tempestuous wind caught them and drove them mercilessly before it 14 days and nights, carrying them about 500 miles westward where the ship, despite every effort to save her, was dashed to pieces on the Island of Malta. Throughout the storm and shipwreck the commanding figure on board is Paul. He reminds them of their mistake in not heeding his advice at Fair Havens, not just to say, "I told you so," but to gain favor for his future advice and encouragement. He exhorted them to be of good cheer, assuring them there would be no loss of life, that his God whose he was and whom he served had so assured him, and that he believed. His composure became contagious, as he stood forth before them in the storm urging them to eat and blessing the meal with his prayer of thanksgiving. It

## THE GOLDEN TEXT



"I PRESS ON TOWARD THE GOAL UNTO THE PRIZE OF THE HIGH CALLING OF GOD IN CHRIST JESUS."—Phil. 3: 14.

was an evidence of the power of faith to cast out fear. Paul's prayer was answered in the salvation of the entire company of 276 souls on board.

### "So We Came to Rome"

After three months at Malta the journey was resumed and Paul came to Rome probably in February of the year 60. Word of his approach brought a reception committee of the Roman Christians out of the Appian Way some 40 miles to meet and welcome him, "Whom when Paul saw, he thanked God and took courage." After but three days Paul was preaching Christ to his Jewish brethren of Rome with the usual results of faith on the part of some and unbelief and

hardness of heart in others. This first imprisonment of Paul in Rome for two years left him comparative freedom to "preach and teach the things concerning the Lord Jesus Christ with all boldness none forbidding him." A part of that teaching we have in Ephesians, Philippians, Colossians and Philemon. So the Acts of the Apostles closes abruptly leaving us to seek from other sources the story of Paul's later imprisonment and death in Rome some five years after his first release.

Black-edged telegraph forms, bearing the picture of a mourning woman, are now available in Brussels for messages of condolence, at an extra fee of five-pence each.

# FACTS ABOUT SAINT JOHN

## FIFTY YEARS AGO . . . 1883

Compiled by GEORGE I. HIGGINS

The following firms were actively engaged in business in 1883:

- Hall & Fairweather, wholesale grocers and direct tea importers.
- H. Chubb & Co., fire insurance agents.
- J. & A. McMillan, publishers and bookbinders.
- W. H. Thorne & Co., hardware merchants.
- Jardine & Co., grocers and seedsmen.
- James Robertson, lead & saw works, metal warehouse.
- T. L. Couglan, jewellery and fancy goods.
- Barbour Bros., produce and commission merchants.
- W. G. Salmon, merchant tailor.
- Estey, Allwood & Co., rubber goods, steam fittings, etc.
- White & Titus, wholesale grocers.
- C. E. Harding & Son, lumber dealers.
- Peter Clinch, life insurance agent.
- I. & F. Burpee & Co., importers of pig, Bar and sheet iron and steel.
- Manchester, Roberson & Allison, wholesale and retail dry goods.
- Tippit, Burditt & Co., importers and manufacturers agents.
- John P. Culley & Co., importers of dry goods.
- Gilbert Bent & Sons, wholesale grocers.
- J. & J. D. Howe, furniture manufacturers.
- Daniel & Boyd, importers and wholesale dry goods.
- Manks & Co., hats, caps and furs.
- C. E. Burnham & Sons, furniture and mattresses.
- S. Hayward & Co., hardware, wholesale.
- Clarke, Kerr & Thorne, hardware merchants.
- J. R. Woodburn & Co., confectionery manufacturers.
- Arthur Everitt, wholesale dry goods.

- Hutchings & Co., mattress and bed manufacturers.
- T. Rankine & Sons, biscuit manufacturers.
- W. C. Rudman Allan, Druggist.
- Campbell & Ellis, ranges, stoves, furnaces, farmers' boilers.
- Jas. Robinson & Co., manufactures of boots, shoes and slippers.
- C. H. Flewelling, engraver on wood.
- John A. Wilson, merchant tailor.
- Chaloner's Drug Store, J. Chaloner, Prop. (branch at Digby, N.S.)
- H. Horton, harness trimmings, saddles, bridles, etc.
- John Hopkins, meats, wholesale and retail.
- F. Clementson & Co., wholesale and retail crockery and Havana cigars.
- J. F. Lawton, saw manufacturers, files, etc.
- Maritime Steam Lithographic Co., engravers and steam printers.
- G. & E. Blake, plumbers and gas fitters.
- Harding & Hatheway, importers and dealers in groceries, etc.
- Landry & Co., pianos and organs.
- E. Peiler, pianos and organs.

In the adjoining city of Portland are car works, foundries, cotton mill, carriage factories, rope walks and lumber mills. In fact, this sister city and Indian town with Fairville, Milford, Kingsville and Randolph provide industrial employment for many people. Many woodboats ply the Saint John River, and several fleets of tug boats are engaged towing lumber to the various mills. An army of raftsmen and surveyors are busy. Saint John is the financial business and shipping centre, whereas the environs, through their varied industries provide the majority of the payrolls. With Saint John as the fourth largest shipowning port in the world today (1883), and the province's immense export of timber and other products, it would appear that this city is destined to become "the Liverpool of British America." Ever since its discovery and survey by Champlain and DeMonts, the harbor has been the resort of the fleets of all nations.

The possibilities of Saint John as a manufacturing and trade centre are unlimited. Her position on a capacious harbor, open all the year round, within easy reach of all countries which can be approached by water, with an immense fleet of vessels available for the cheap transportation of raw materials or manufactures, gives her enormous advantages over all competitors. As a port of discharge and distribution of the produce of the West Indies, Saint John stands unrivalled. Facts about Saint John, 1883—compiled from old records.)

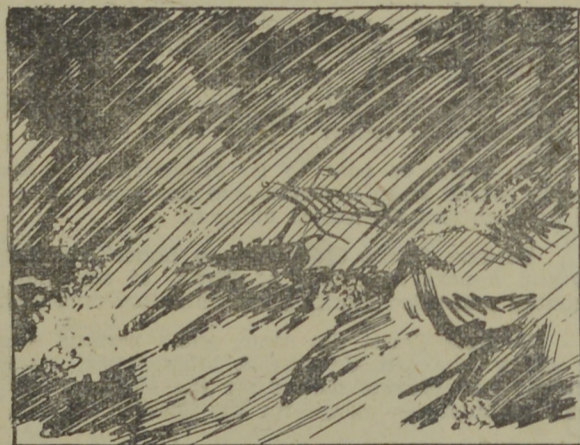
And now — 1933. Fifty years have passed; the harbor is still "open all the year round." Despite the fact that we have experienced the coldest November in 58 years, it was not cold enough to make ice in the harbors of Saint John and Halifax. The mighty St. Lawrence River has been "sealed" for some time. Huge icebreakers "owned and operated by the Dominion Government" (the Maritimes have a share in these) have been kept busy plowing channels for belated shipping from Montreal and Quebec. Why are schedules not advanced a month or more which would allow ships to plow waters unhampered by ice? Use the ports of Halifax and Saint John, the real "all the year round" harbors of Canada.

Red snow is found in many places, among them the Forbidden Plateau, on Vancouver Island, British Columbia. It is due to the presence of innumerable microscopic plants.

## ILLUSTRATED SUNDAY SCHOOL LESSON—Paul in Rome

SCRIPTURE—Acts, chaps. 27 and 28.

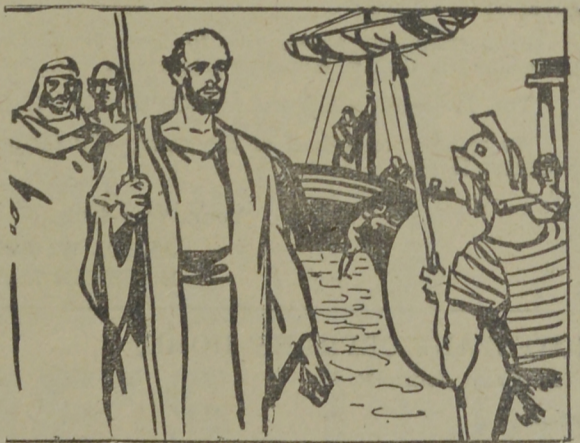
By THE REV. ALVIN E. BELL and ALFRED J. BUESCHER



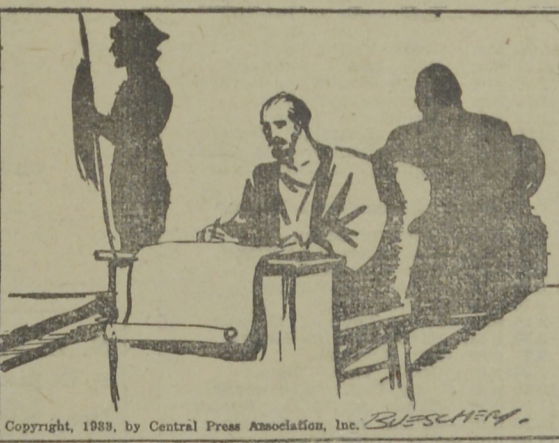
Having appealed his case to Caesar, Paul was removed from Caesarea probably in August of the year 59 to go to Rome. En route they were caught in a terrific hurricane near Crete and driven at the mercy of the gale for two weeks until shipwrecked on the Island of Malta.



As Paul had encouraged the terror-stricken crew and passengers by his own faith before the wreck so also during the three winter months on the Island of Malta he made himself helpful, sharing in the work, even gathering wood for the fire as well as preaching and healing the sick.



Paul arrived in Rome probably in February of the year 60. About three years before this he had written the Roman Christians expressing a hope of seeing Rome. He at once summoned his people to him and explained his imprisonment, and taught them of Christ as their Saviour.



For two years he was kept a prisoner, but in his own hired house with considerable freedom to write many letters and to teach and preach. There was a second imprisonment five years later after which Paul was beheaded.

GOLDEN TEXT—Phil. 3: 14.

## SAVE the Price of a Suit!

Let us have your seedy-looking suit long enough to restore the fresh new look. Only small cost,—and look at the saving for you.

Phone 3-2451

### CITY WET WASH

LAUNDRY, LIMITED  
Everything Washed and Ironed, Dry Cleaning (with VARSOL) and Finishing.