

# Pictures of World Events for News Readers

In This Department Our Readers in Fulton County and Elsewhere May journey Around the World With the Camera on the Trail of History Making Happenings.

## INTERNATIONAL SUNDAY SCHOOL LESSON

(By E. O. SELLERS, Acting Director of Sunday School Course, Moody Bible Institute, Chicago.)  
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LESSON FOR OCTOBER 29

### THE VOYAGE.

LESSON TEXT—Acts 27:1-34.  
GOLDEN TEXT—Commit thy way unto Jehovah; trust also in him, and he will bring it to pass.—Ps. 37:5.

Paul sailed from Caesarea August, A. D. 59 (Ramsey), a few days after his address before Aetippa. He reached Malta about November 15. Paul knew how to meet mobs, but none of his adventures are more outstanding than the one we are studying today. Luke, his physician, was a companion, and the historian, Josephus, states that on board the ship there were more than 600 people traveling with Paul. Paul was a man of distinction, a Roman citizen. He had his own hired house in Rome. Aristarchus may possibly have been his servant to furnish comfort for the journey. Ramsey believes Paul had received hereditary property, thus making him a Roman citizen of rank, of learning and of standing financially.

I. Fair Weather and Contrary Winds (vv. 1-12). Sidon was about 70 miles north of Caesarea on the coast of Palestine. Here Paul received liberty to go ashore and visit his Christian friends. Myra is in Asia Minor. It requires 14 days to reach this point from Sidon, a distance of about 400 miles. Here, instead of going up the Aegean sea route, often used in going to Rome, the centurion found a grain ship bound from Alexandria to Italy, and put his prisoners on board. September 1 they started for Italy. The direct course would have been westward, but the wind was contrary, and the progress was slow. On the 23d they were opposite Cnidus, the southwest point of Asia Minor, 130 miles from Myra. September 25 they entered the harbor of Fair Haven, near the middle of the south shore of the island of Crete. The fast day, October 5, the day of the great atonement, was observed in this place. The question of going farther was a debatable one, yet the commander persisted, and about the 10th of October they sailed for Fair Haven.

II. The Hurricane (vv. 13-20). Taking advantage of a gentle wind they put out of Fair Haven; and almost immediately encountered the hurricane. It was perhaps hard for Paul during those 14 days to discern the wise, gentle hand of God. (Jonah 1-4). God's most faithful servants do not always find smooth sailing. (Phil. 4:6, 7; Isaiah 26:3; John 16:33); but they may, no matter how fiercely tempest tossed, know that God has not ceased to look upon them with favor. Sometimes the best thing for us to do, when thus tempest tossed, is "to lighten the ship" (v. 18).

Many of us are carrying too much cargo for such a stormy voyage as this world presents, and the tempest is often God's call to unload (Heb. 12:1; Phil. 3:7-8; Math. 10:25).

Their greatest danger was lest they should fall into quicksand. It was indeed a dark and doubtful situation.

III. The Message of Cheer: "I Believe God" (vv. 20-26). Neither sun nor stars having shone for many days, and all hope that any should be saved seemingly taken away, yet God is able to save in the darkness as well as in the sunshine, in the tempest as well as in the calm, and there was in that boat one man at least whose hope was not gone, for God had said to him, "Thou must bear witness at Rome also" (23:11). Paul's message of cheer in the midst of this despair and after they had been so long without food, immediately stamped him as a leader of wisdom and power. In the presence of passengers and sailors he began his message by saying that they had come into this disaster by neglecting his advice two weeks before. He refers to this in order to inspire confidence in his message, that there should be no loss of any man's life among them.

Paul could make this promise because "an angel of God whose I am and whom I serve" had come to him and assured him that God would redeem the promise made two years before. This implies that Paul had given himself to prayer. Observe how one godly man can save many ungodly men (Gen. 18:22-35). God's vision came to Paul, but Paul used it for the comfort and cheer of the whole ship's company (II Cor. 1-4). A modern illustration of a similar experience was that of Mr. Moody and General Howard, returning from Europe on the steamship Spree in 1892.

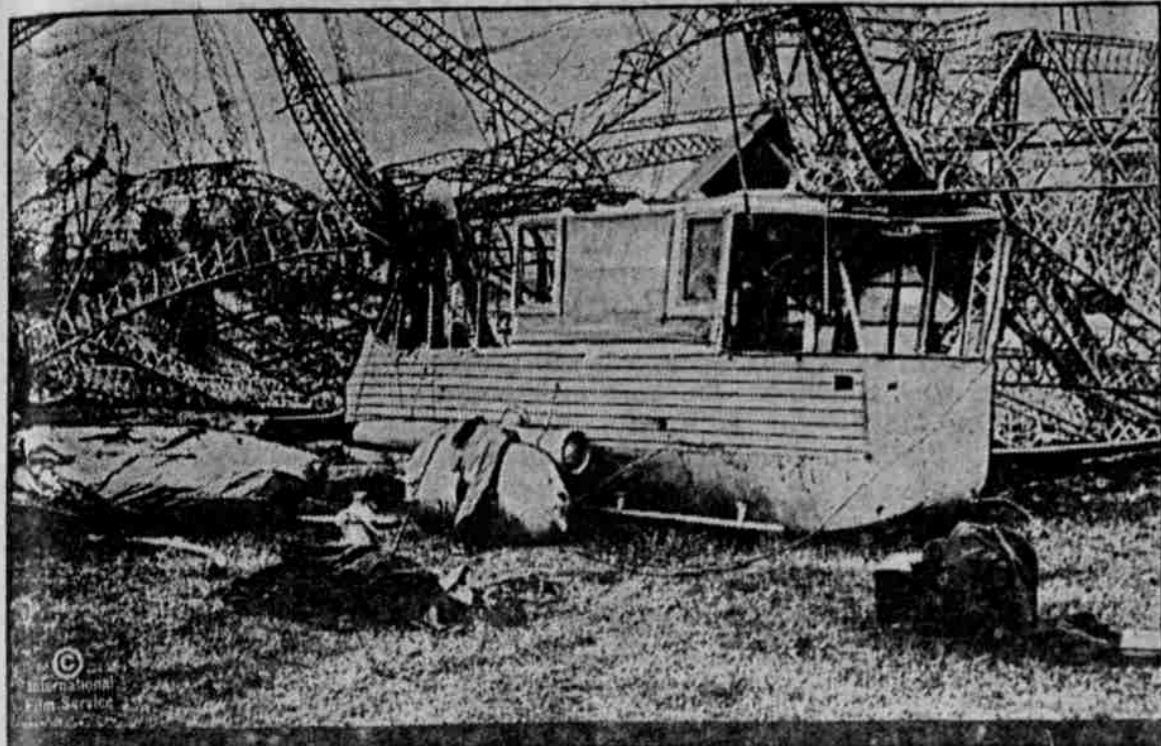
General Howard relates that Mr. Moody did a great deal to cheer the passengers, by both his words and his actions, during those days of stress and storm. The darker and stormier the night, the more likely are the angels of God to appear if we are indeed his (v. 23; Cf. Ch. 18:2-25:11).

Sometimes these angels stand beside us and we do not see them, we are taken up with the darkness and the howling of the storm. It is a great thing to be able to look up to the infinite God and say, "I am his." To make this statement intelligently, and with a deep realization of its meaning, will give significance and solemnity to all.

IV. Paul, the Life Saver (vv. 27-37). Paul did not stop with simply saying that God was his, but went on to say, "Whom also I serve." Many say they are God's but do not prove it by their lives of service. Paul loved to think and speak of himself as the servant of God (Rom. 1:9; II Tim. 1:3; Titus 1:1). Some of the sailors thought to launch the boat, leaving the passengers to their fate.

All the hurricanes that ever struck the sea or the ships of the sea could not prevent the fulfillment of God's promise, and Paul fully accepted the significance of God's word "fear not."

### WRECK OF GREAT ZEPPELIN NEAR LONDON



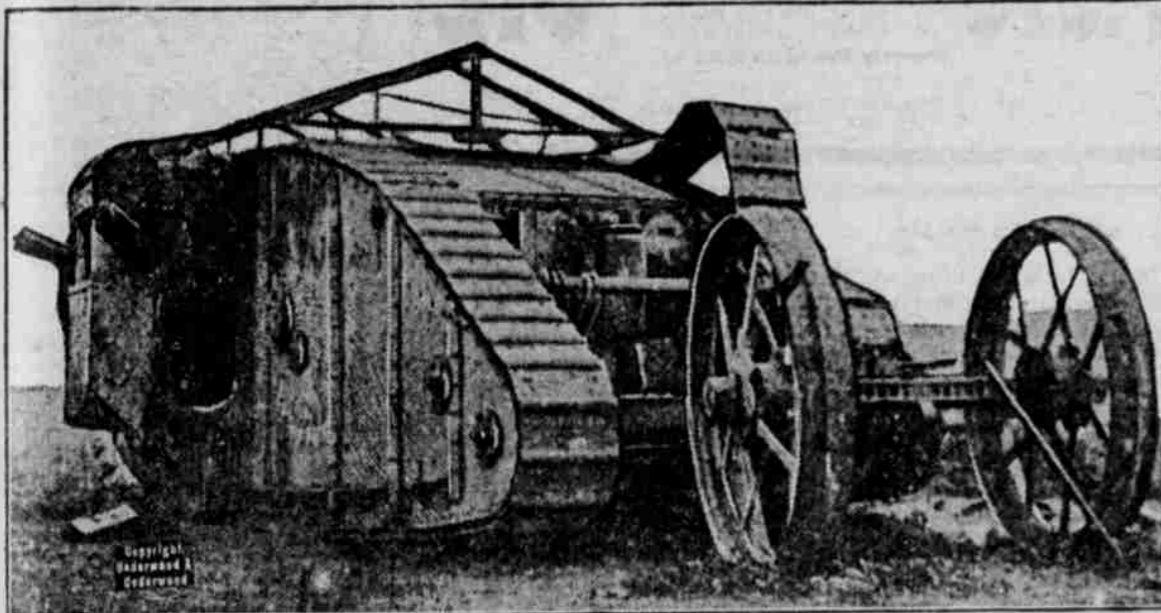
The photograph shows the wreck of the giant Zeppelin brought down by anti-aircraft guns near London. The gondola attached to the Zeppelin was barely touched by the flames that demolished the rest of the aircraft.

### BAYONNE POLICE FIGHTING WITH STRIKERS



Photograph taken during one of the many pitched battles in the streets of Bayonne, N. J., between the police and the oil strikers and their sympathizers. A cordon of police is seen firing on strikers hidden behind a nearby wall.

### FIRST PHOTOGRAPH OF FAMOUS BRITISH "TANK"



This is the first photograph to reach the United States of one of the British armored "tanks," the great steel protected monsters that were used in the battle of the Somme. They cross streams, climb hills and crawl over shell holes and trenches.

### JAY GOULD AND HIS FAMILY ARRIVE



Jay Gould and his family photographed on their arrival in San Francisco from Honolulu, where they had been spending several months at the former home of Mrs. Gould. During their stay Mr. Gould bought the birthplace of his wife and gave it the name Polar Star.

### MACHINE GUN BOARD AT WORK



Nine men appointed by the secretary of war, two of whom are civilians, constitute a board which is inspecting and testing the existing models of machine guns with a view to the adoption of one or more models for use by the United States army. They will recommend the type or types of machine guns on which \$12,000,000, appropriated by the last congress for the purchase of machine guns will be spent. The members of the board are, from left to right: Col. Tracy C. Dickson; Lieut. Stephen C. Rowan; Col. Henry D. Todd, Jr.; Capt. Robert H. Willis, Bascom Little, Capt. Edward P. Cole, B. M. W. Hanson, Col. Joseph E. Dickman, Gen. Francis H. French, chairman.

### MODEL FOR SCULPTORS



Mrs. Samuel Taylor Dorsett, daughter of a North Carolina mountaineer farmer, is the perfect model for a number of Junoesque figures which have brought considerable fame to the sculptors who made them. Her figure, an inch less than six feet tall and perfectly proportioned, was reproduced by Paul Bartlett in the central figure of the new house of representatives pediment. The figure of Panama on the diplomas of award bestowed by the Panama-Pacific exposition is hers. She appears in the mural paintings of S. Y. Turner in the state capital at Madison, Wis. Mrs. Dorsett was married on one of the sides of Mt. Mitchell in the "Sapphire country." Much of her life has been spent in the open.

An Innuentation.  
Mrs. McManus (in shoe store)—O'm after wantin' t' look at some shoes for th' kid.  
Salesman—Yes, ma'am. White kid?  
Mrs. McManus—Don't yez get fresh, young man. Av course it do be white, aven if it is Oirlsh.

### MOVING UP THE BIG FRENCH GUNS



The heavy French guns that are pounding the Germans on the west front being moved up to new positions just taken from the enemy.

### MACEDONIAN WOMEN MAKING ROADS



Scene inside the British lines in the Balkans, where women are breaking rock and making roads for the allies.

### THEY HAVE BEEN AIDING THE FRENCH

### FIGHTS BAYONNE STRIKERS



Sub-Lieutenant William Seabrook and wife of Atlanta, Ga., photographed on their arrival in New York on the French liner Espagne. Mr. Seabrook has been in the midst of the allied drive on the Somme for the last six months as a member of the American ambulance corps. Mrs. Seabrook during this period acted as a nurse in one of the base hospitals of the same organization.



The man who has proved a terror to the striking employees of the Standard Oil company at Bayonne, N. J., is Inspector Daniel Cady.