

more correctly than without it, but would press the ship further on upon the land, and thus enable them the more easily to get to the shore."

"How was it that Paul gained such influence? I suspect it was in the same way in which, centuries before, Joseph gained such influence in Potiphar's house, though he was a slave. It was by a combination of good common sense and sterling moral character. The centurion had plenty of opportunity to talk with Paul, and observe his mental and moral nature."

As Paul had already been thrice shipwrecked, and had been in the deep a night and a day, we may be sure that he was among those who were told off to swim ashore.—Cambridge Bible.

"The providence of God is the queen and governess of the world; it is the eye that sees, and the hand that turns all the wheels in the universe. God is not like an artificer that builds a house, and then leaves it, and is gone; but like a pilot that does with a great deal of care steer on the ship of the whole creation."

LIGHT FROM THE EAST

By Rev. Professor Ross, D.D., Montreal

SHIP—Lucian describes a corn ship of Alexandria which was 180 feet long, 45 feet wide and 45½ feet deep from the upper deck to the pump in the hold. Many of them must have been capable of carrying from 1,000 to 1,500 tons. The vessel in which Josephus was wrecked carried 600 men. The ships of war carried altogether about 200 men, were propelled by three banks of oars, and were capable of almost as high a speed as a cargo steamer of to-day. The freight ships, however, depended altogether on the wind, and, although not so good as modern vessels at tacking and sailing near the wind, they could make good headway

before a fair breeze. To sail from Rhegium to Puteoli in one day would require a speed of nearly eight miles an hour through the whole twenty-four hours. Owing to the very limited use of iron in their construction, the joints were liable to become very loose, and they often required to be undergirded by passing cables around the middle of the ship and then tightening them by means of pulleys and levers. As they had no compass, they were compelled to steer by the headlands of the coast by day and by the stars at night, and in winter navigation ceased altogether. The ships of New Testament times belonged chiefly to the Romans.

TEACHING HINTS AND HELPS

This section embraces teaching material for the various grades in the school.

For Bible Class Teachers

AN ANALYSIS

By the late Rev. Prin. MacVicar, D.D., LL.D.

The account of Paul's last voyage from Caesarea to Malta is remarkable for its minute nautical details, all of which have of late years been critically examined by experts and found to be correct. This is one of many evidences of the historical accuracy of Luke, the writer of the Acts. In teaching the lesson we may emphasize:

1. The apostle's "perils in the sea" on this occasion. (a) The ship of Alexandria on which he and his fellow-passengers embarked at Myra was driven by contrary winds to

the east and south of Crete, where Paul advised they should remain, and warned them plainly of coming danger. The centurion, however, decided otherwise, vs. 6-12. (b) Shortly after leaving Crete, they were suddenly overtaken by a violent storm, which lasted many days, until all hope of escape was given up. On the fourteenth night they approached land. (c) Then a new danger arose among themselves. The sailors attempted to abandon the ship, v. 30. After being wrecked, when "the hinder part (of the ship) was broken with the violence of the waves" (v. 41), another peril confronted Paul. "The soldiers' counsel was to kill the prisoners;" but their hour was not yet come, as is shown by the sequel.

2. The apostle's services to his fellow-passen-

*See also
MacVicar's
sermons*