

Sabbath School Lesson

Arranged from The Improved Uniform International by F. J. TOOZE

LESSON FOR NOVEMBER 29

Paul Before Agrippa

Lesson Text—Acts 25:1-26:32. Golden Text—"I was not disobedient unto the heavenly vision."—Acts 26:19.

More than two years had elapsed since Paul had been tried before Felix, during which time Jewish hatred for him had not abated. As soon as Festus, the new governor, went to Jerusalem he was besieged with accusations against Paul. His accusers desired that he be brought to Jerusalem for trial, intending to lie in wait and kill him on the way. Festus refused their request, but agreed to give them an opportunity to accuse Paul if they would go down to Caesarea. They were unable to prove anything against him. Festus, willing to please the Jews, proposed to send him to Jerusalem for trial. Paul rebuked Festus for this, declaring that he knew very well that he was innocent. Seeing that it was impossible to get justice before Festus, Paul made use of his right as a Roman citizen and appealed to Caesar. This surprised Festus. His failure to release an innocent man placed him in an awkward position for he could give no explanation as to why an innocent man should go to Rome for trial.

I. Paul Before the King—25:13-27
The occasion of his appearing before Agrippa was the visit of Agrippa and Bernice to Festus. Upon their arrival they expressed a desire to hear Paul, whereupon Festus told them of his perplexity. So it was arranged that Paul be brought before them for examination. The gospel should be preached to all regardless of wealth or station in life.

II. Paul's Defense Before Agrippa—26:1-27
1. The Introduction—vv. 1-3. He expressed his delight that he now could speak and tell his case to one who was able to follow his line of argument, for Agrippa was an expert in questions concerning the Jews; but most of all he was now happy in witnessing to him of the Savior, and perhaps leading him into the light of God.

2. His Manner of Life—vv. 4-12. This he showed had been in strictest accord with the most rigid sect of Jews. He possessed the same hope, i. e., that of a coming Deliverer, and reminded them of the fact that formerly he was most bitterly opposed to Christ as his zeal would prove.

3. His Supernatural Conversion—vv. 13-15. Jesus Christ appeared to him on the way to Damascus and revealed himself to him.

4. Jesus Christ Commissioned Him for His Work—vv. 16-18. He was sent unto the Gentiles: (1) To open their eyes so awfully blinded. (2) To perform the blessed work of turning them from darkness to light. (3) To turn them from the power of Satan unto God. (4) That they might receive forgiveness of sins. (5) And that they might obtain an inheritance among the saints.

5. His Consecration—vv. 19-23. As soon as he received his commission, he obeyed. Every man should instantly obey the call of God and devote his life to carrying forward the work entrusted to him. The vigorous prosecution of his work brought him into conflict with the Jews, for which they sought to kill him.

6. The Interruption by Festus—v. 24. Seeing how thoroughly in earnest Paul was, Festus attempted to account for it by calling him a crank, attributing it to the ravings of an unbalanced mind.

7. Paul's Appeal to Agrippa—vv. 25-27. Still maintaining his courage, he appealed to Agrippa's knowledge of the work of Jesus and of the prophets, for they have an intimate connection.

III. Agrippa Almost Persuaded—vv. 28-32.

STAGE LINES ARE CITED

21 TRANSPORTATION CONCERNS APPEAR MONDAY

Representatives of 21 stage lines and other lines of automobile transportation have been ordered to appear before the public service commission of Oregon Monday to give reason why their licenses should not be revoked. It is charged that they have not kept their accounts according to the rules established by the commission. The 21 lines are the following:

- Boring Auto Truck company.
- Bauserman Truck Line, W. E. Croner, Dundee Truck Service, Duplex Express, Guyer Truck Service, E. M. Hurst, O. E. Johnson, A. H. Knouse, H. C. Lehman, Lincoln Fast Freight, Morgan Brothers Truck Line, Mount Angel Truck Line, Owl Freight Line, Howard Brothers of Sheridan, Bend-Burns Stage company, City Transfer Line, Robert Bailey, Hillstrom Transfer company, John Day Valley Freight Line and Henry Kunz.

Publisher of Books of Dead Heroes Unrewarded

AMIENS.—Publication of books written by French writers killed in action during the World war put M. Edgar Malferre in financial straits, but it may obtain for him the decoration of the Legion of Honor.

The publisher ventured all his fortune in posthumous writings, which in part was a labor of love, because Malferre's brother, an author of promise and a host of author friends, met death in war. Wishing to provide a literary memorial to them, Malferre got out expensive collections. Their sales did not reward him.

Former poets writers of France, for the most part too poor to assume the loss of their publisher friend, have asked the minister of fine arts to decorate Malferre with the Legion of Honor for unselfish and patriotic service.

Fear Day When Motors May Displace Royal Carriages

LONDON.—What would happen to the royal carriages and the coronation coach, should the motor displace the horse, is a question Londoners frequently ask. There are only about 70 horses in the royal mews now, whereas before the war they numbered upwards of 150.

The cream ponies, which were bred at the royal stud farm in Hampton Court Park, have gone; so too have the handsome blacks which had been the admiration of the crowds on state occasions. Only the bays remain. Many citizens have expressed the hope that horses would always be used at national functions.

The coronation coach probably would remain at Buckingham Palace. It has been used for six coronations and is one of the show sights to all favored visitors. It is drawn by eight horses in red and gold harness.

The royal train, which King George and Queen Mary use in traveling about England, is the finest in the country. It consists usually of 11 coaches of the Pullman type, and two engines are employed to draw it. Running always as a special, the train generally is on non-stop schedule. Full speed is never maintained after 9 or 10 p. m., so that the motion may be reduced to a minimum and not disturb the slumbers of their majesties.

Former Mexican President Settles to Life on Farm

NOGALES, ARIZ.—General Alvaro Obregon, former president of Mexico, is leading the life of a farmer.

He has extensive land holdings in the state of Sonora, and makes his home in Navajoa. It is reported that he has invested approximately \$1,500,000 in land. General Obregon also is working on development plans and has consulted American capitalists regarding the building of a dam on the Mayo river. The project would bring many thousands of acres under irrigation. The cost has been estimated at 25,000,000 pesos.

Thanksgiving Ode

By Emma W. Wheatdon

To thee my Father and my God
I lift my song of praise
My cup with blessing thou hast filled
With joy hast crowned my days.
I thank thee for life's common joys
That are thy gifts so fair—
The gifts that riches cannot buy,
Yet all alike may share.

I thank thee for the sudden gleam
That cheers a winter day;
I thank thee for the rainbow's arch
That spans the storm cloud gray.
For April airs and skies of June,
For Autumn's golden reign,
For crystal flowers of frosty hours
That bloom on window pane.

For clover scent and cowslip gold,
Like angel tents afar,
For the lush wealth of apple bloom
And pansy's smiling face.

The robin's concert in the dawn,
The noontide hum of bees;
The river rushing through the night
And the signing of the trees.

For mountain peaks that glisten white
Like angel tents afar,
For starry skies of frosty cloud,
For tender morning star.

For dear delights of lengthening nights,
When darkness shuts me in
By ingle nook with treasured book,
Secure from storm's wild din.

For hands that clasp in friendship true;
For hearts that hold me dear;
For fellowship with One who walks
Unseen yet always near.

For memories sweet, undimmed by time,
Of the loved of other years;
For radiant hope of endless life,
Unmarred by strife or tears.

For these and countless gifts beside
Dear Lord accept my praise,
My cup with blessing thou hast filled,
With mercy crowned my days.

AMERICANS BECOME LESS LAVISH ABROAD

Tourists Are Losing Popularity Gained by Giving Large Gratuities

GENOA.—Once famous for his tendency to give lavish, excessive gratuities, the American tourist in Europe during the last year or two has fallen so far from grace in the eyes of the horde of European underlings, who must live by tips, as to earn a reputation for miserliness.

So confirmed is the new verdict, according to Mario Signorini, of Milan, train conductor, that conductors nowadays convict the American on sight as a "black valise," which is railway vernacular for "no tip." The tourist remains in the shadow of this dreadful appellation until he proves himself innocent.

But, Signor Signorini hastens to explain, the American is not really a miser. Rather, he becomes one through a misunderstanding and through what European train conductors consider the machinations and misrepresentations of tourist agencies in America and England.

"These agencies," declares Signorini, "sell tickets to tourists on the assumption that all expenses are included in the purchase price. While they may not say this, they intimate it and the tourists make up their traveling budgets accordingly. Many tourists, especially those of the middle class who now travel in great numbers, work out their economic plans on this assumption. In some

cases, they spend as much as they can afford and are not prepared for additional expenses.

"The fact is, of course, that service on European express trains is not included in the price of the ticket. This is clearly established by law and is printed in French on the tickets. Americans, however, cannot or do not read the announcement. In addition our company does not permit us to ask payment. The result is that we get nothing from Americans while we get the normal payments from all other travelers."

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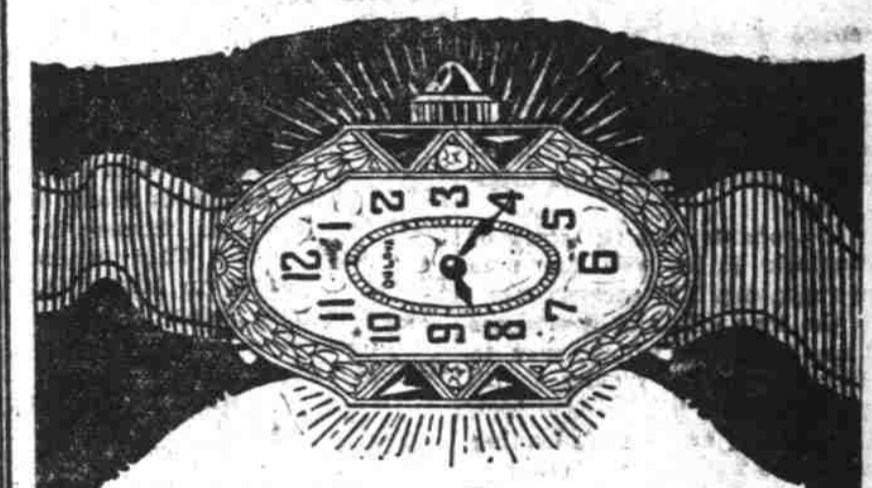
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