

# The Church Times.

"Evangelical Truth--Apostolic Order."

VOL. X. HALIFAX, NOVA SCOTIA, SATURDAY, JANUARY 3, 1857. NO. 1.

## Calendar.

### CALENDAR WITH LESSONS.

| Day & Date | MORNING.                         | EVENING.                    |
|------------|----------------------------------|-----------------------------|
| S. Jan. 4  | Gen. 1. Matt. 3. Gen. 1. Rom. 3. | 1. Matt. 3. Gen. 1. Rom. 3. |
| M. 5       | Gen. 2. Matt. 4. Gen. 2. Rom. 4. | 2. Matt. 4. Gen. 2. Rom. 4. |
| T. 6       | Gen. 3. Matt. 5. Gen. 3. Rom. 5. | 3. Matt. 5. Gen. 3. Rom. 5. |
| W. 7       | Gen. 4. Matt. 6. Gen. 4. Rom. 6. | 4. Matt. 6. Gen. 4. Rom. 6. |
| Th. 8      | Gen. 5. Matt. 7. Gen. 5. Rom. 7. | 5. Matt. 7. Gen. 5. Rom. 7. |
| F. 9       | Gen. 6. Matt. 8. Gen. 6. Rom. 8. | 6. Matt. 8. Gen. 6. Rom. 8. |
| S. 10      | Gen. 7. Matt. 9. Gen. 7. Rom. 9. | 7. Matt. 9. Gen. 7. Rom. 9. |

## Poetry.

### THE VOICE OF THE EVENING STAR.

What saith thy silvery voice, sweet Evening Star,  
Whispering an' 'ic comfort to my heart?  
On thy calm lustrous gazing from afar,  
I hear thee speak with love's divinest art.

What saith that whisper? breathe it not of hope,  
Our one bright star in this our night of gloom!  
A cheering ray, nerving us still to cope  
With present griefs, and fear of ills to come!

Then by the listening ear thy voice is heard,  
Sweet Star of Hope! bidding us faint not ever,  
Bidding us wait His time, and trust His word,—  
Who rules the clouds, whose promise faileth never.

Speaks it not too of love? Oh who can tell  
The brightness o'er in grief serene and pure,  
Throwing around the commonest things a spell,  
When two fond "hearts are of each other sure!"

This star gleams brightly in the darkest night,  
Piercing the passing clouds that enviously  
Flit o'er its face, and fain would hide its light.  
Love's beams in sorrow shine most radiantly.

The voice speaks yet again, sweet Star of Even!  
In holier, deeper tones it seems to say,  
Look not to earth, but lift thine eyes to heaven,  
To those who upward gaze I point the way.

Fix not thy thoughts in dreams of human love,  
And hopes of earth, how dear so'er they be,  
Look rather to thy Saviour's face above,  
See how it beams in tenderest love on thee.

Think of the glorious hopes thy heart may cherish,  
Prospects of bliss beyond all earthly joy!  
Oh! rather let thy fondest visions perish  
Than miss those pleasures which alone no'er cloy.

Such are thy lessons, lovely, radiant star!  
These thy angelic whispers to my heart.  
Bright earth's affections pure, but brighter far,  
Those nobler of which thou the emblem art.

## Religious Miscellany.

### THE EUPHRATES RAILWAY.

THE concession by the Ottoman Porte to an English Company of the right to form a railway from a point upon the Syrian coast of the Mediterranean to a terminus upon the sea which washes India, is one of those pregnant facts the greatness of which it is difficult at first sight to estimate properly. Viewed even merely as indicative of the vast change which Ottoman policy has undergone through the events of the late war—as gauging (so to speak) the increased weight of British influence in the councils of the Sultan, and implying the inauguration of a new era, when the science and skill in the West will find a fresh field for its exercise in the development of the resources of the East, it possesses a deep significance, whether we look upon it with the keen eye of the capitalist, or with the calmer gaze of the political philosopher. Hitherto fear and jealousy have kept watch at the portals of the Divan, and all offers of the kind on the part of Christian Powers have been received with a guarded reserve—not to say suspicion—which has operated as a great check and restraint upon those who would have been inclined to make them, and has caused the enterprises themselves, when adopted, to move slowly, or even, in some instances, after a short time to cease to move at all. The various ship-canal projects by European engineers since the year 1847, for connecting the Red Sea with the Mediterranean, which have been professedly encouraged by different Pashas of Egypt, remain to this day mere paper projects, no step having been taken to carry them out. Even the short railway from Alexandria to Suez, the scheme of which was adopted in 1848, is still incomplete, one section only being open, that from Alexandria to Cairo. Jealousy of the Euro-

pean Powers has always, up to the present time, interfered with the progress of such works, has dwarfed their proportions, retarded their execution, and rendered them productive of but little change.

It seems now that the policy of suspicion and repression is to be laid aside. The gigantic scheme which the Government of the Sultan has approved, involving as it does the influx into his territories of an army of British labourers, and the dispensing by British capitalists of enormous sums among his subjects, cannot have appeared to the Divan as any thing short of a complete reversal of its previous system. The Western Powers (it seems to have been felt) can no longer be snubbed or brow-beat; their aid is essential to Turkey, and accordingly they must be won over and conciliated by humouring them in their "particular vanities." The concession of the Euphrates Railway is the price paid to England for her assistance during the Russian War. England demands it—the Porte yields it, knowing that it is chiefly for English interests, but hoping to gain from it some slight present advantages to herself. Neither party, perhaps, sees, or so much as cares to see, those ulterior consequences which will undoubtedly flow from its construction—consequences to the nations through whose lands it will pass, and to the future of the Oriental world generally—which attract the attention of thoughtful minds far more than the immediate questions of pecuniary loss or gain, which in India and elsewhere seem to occupy men's thoughts, to the exclusion of less material considerations. It matters little whether the projected line succeeds or fails—pays a high or low rate of interest—as an investment. It matters much to England, and more to the countries themselves, whether English influence is, or is not, thoroughly established in the regions between the Mediterranean and India, before that final break-up of the Turkish Empire, comes, which cannot be long delayed, and for which the Powers of Europe ought one and all to be preparing.

There can be no doubt that the route of the Euphrates and the Persian Gulf is the natural line of communication between the Mediterranean and India. The course which the traffic now follows, by the Red Sea and round Arabia, is at least a thousand miles longer than the Euphrates line; if we trace the former on the map, we shall find that it makes two sides of a right angled triangle, whereas the projected route would very nearly constitute the base. The new route, moreover, by substituting a thousand miles of railway for a thousand miles of sea, would effect a further saving of time, since steam on land will always beat steam on the other element. Further, we may fairly look forward to the time when an extension of the Euphrates Railway may become feasible, and the iron band may run along the whole coast of the Persian Gulf and Indian Ocean, till it reaches the Delta of the Indus. A low tract along the entire extent of this coast, between the mountains and the sea, appears to invite the engineer, who would find scarcely a difficulty to overcome, except that of the frequent *fiumaras* or watercourses dry in summer but in winter liable to overflow suddenly with terrible floods. Indeed, the whole line from Seleucia in the Mediterranean, its western terminus, to Karrachee in Sind, is wonderfully free from engineering obstacles, the gap in the Syrian mountain range near Aleppo allowing of a transit from the Mediterranean to the Euphrates valley, without passing over an elevation of above 2,100 feet, and the whole country from that point being almost without a hill. Seleucia, too, is that rare phenomenon on the Syrian coast, a very tolerable place for a harbour, the shore is shelving, and the bottom good for pile driving, so that an excellent port can, without difficulty be constructed. Whether the railway will prove a paying speculation we do not undertake to say, but it will have, with easy levels, a good soil, good ports at either end, cheap labour, and land given by the Sultan. These, as far as they go, are a better security, perhaps, than the guarantee of a 6 per cent. dividend, which the Ottoman Government offers to the shareholders.

But whatever may be thought of the material interests connected with the project in question, it cannot be doubted that its successful execution will be attended with immense results as regards the influence of England upon the countries through

which the railway will have to pass. Already Englishmen have a *prestige* in those parts which belongs to no other people. The Arabs respect and fear them—the scattered Christians view them as protectors—even the Kurds entertain for them a certain regard. What will be the effect on their minds of that great display of material power, that enormous show of wealth, which the establishment and use of a railway, created by Englishmen for English purposes, and serving as the principal means of communication between England and India, must involve as a necessity? Roads have ever been the pioneers of civilization. It seems to be the destiny of England to civilize—may we not hope to Christianise?—Southern Asia. The day which sees the first train of Anglo-Indians pass from the mouth of the Orontes to that of the Shat-el-Arab will be a memorable one in our Oriental annals. As a sign of our power which Easterns will know how to estimate, as a means of augmenting that power, and of increasing our usefulness, we shall hail with satisfaction the opening of the Euphrates line, which we trust all our readers may live to see. Meantime we heartily wish success to an undertaking from which we expect so much, and which will at least open up to the ordinary tourist a country second to none in interest—the country of Sennacherib and Nebuchadnezzar—of Abraham and Daniel—of the Call and of the Captivity.—*London Guardian.*

On Wednesday a Deputation from the Aborigines Protection Society had an interview with the Bishop of Rupert's Land, at the Wimpole Hotel, Wimpole street, for the purpose of presenting an address of congratulation on his return, and of consulting on measures to prevent the extinction of the North American Indians in the Hudson's Bay Company's territories, where the natives were rapidly decaying:—

Dr. Hodgkin, on behalf of the society, urged that they should be placed under the government of Canada. The Bishop remarked that the Red Indian colonists, and others, settlers in his diocese, were very anxious not to fall into the hands of the United States. He believed that to be the universal desire of the inhabitants of the Red River Settlement.—They were very anxious to keep out the vices which prevailed on the other side of the border, and to preserve the present high tone of morality, and the primitive simplicity of the settlement. His lordship then stated that there were American troops on the border; a garrison being now stationed at Pembina, a distance of 60 miles from the Red River settlement. They have given notice to the Government of Red River not to hunt on their side of the border, and a similar notice has been given to them not to hunt on our side.

Dr. Hodgkin remarked that this showed the necessity of having the boundary line absolutely determined, and such a suggestion they had made to Mr. Labouchere.

The Bishop then said that the feeling at the Red River settlement was in favor of a connection with Canada rather than with the United States. He then proceeded to thank the society for the address they had presented to him, and to state that there was no man breathing more interested in the welfare of the Indians than himself. He had dwelt happily among them for a period of seven years, and hoped in the course of next summer to return to the scene of his labors. In the meanwhile, the Hudson's Bay Company had informed him that they would take into consideration any memorial which he might transmit to them, and he was just now drawing up some facts with reference to the opening up of the navigation of the York River, the introduction of a system of banking, and the traffic in spirits in different districts of the country.

In answer to questions put by members of the deputation, his lordship stated that the population of his diocese was comparatively small, but was scattered over a territory of vast extent. After having travelled two thousand miles, he had scarcely ever taken a third of the diocese. He believed that the natives would not disappear from the face of the earth, if they could be settled and Christianised. He found that the natives on the Vancouver's River were inclined to agricultural pursuits, and to settle in villages. Of course, to enable them to commence farm-