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Contents.

EDITORIAL.	THE YOUNG PEOPLE.
Paragraphs.	N. Y. P. U. Daily Readings 7
Prohibition and Direct Taxation.	Prayer Meeting People 7
Works the Proof of Faith.	N. Y. P. U. Notes.
Notes.	Foreigner Mission.
CONTRIBUTED.	W. B. M. U.
The Indian Family.	P. M. Notes by the Secretary.
Woman in Politics.	THE HOME.
Ontario Letter.	THE SUNDAY SCHOOL.
Corwallis Street Church.	Lesson XI.—Sins of the Tongue.
Do You Believe It?	From the Churches.
SELECTED.	Marriages and Deaths.
The Baptism of the Holy Spirit.	Quarterly Meetings.
Danger of Concession.	Ordinations.
STORY PAGE.	The Farm.
Janitor Post, and other stories.	News Summary, Hand 16
	Notices.

Looking Toward Peace. A battle in which, according to the despatches, some eighty-five thousand troops were engaged, was fought at Domokos, in Thessaly, on Monday of last week. The engagement was apparently one of the severest of the war. Athens despatches represent that the right wing of the Greek army was driven back, but that the main body held its ground, and finally, after long and fierce fighting, repulsed the Turks who had greatly the advantage in point of members. Another report characterizes the battle as a crushing defeat for the Greeks. It is probably the last battle of the war. The Czar having sent to the Sultan a request to cease hostilities, the latter has evidently felt it to be to his interests to comply, and accordingly an armistice has been declared. So far as can be gathered from the despatches, including quotations from semi-official newspapers in European capitals, there appears to be a substantial agreement among the Powers that the Turkish government cannot be permitted on the ground of its successes to enforce any extravagant demands upon Greece. The only representative of European power that was willing to permit the Turks to go farther in their work of annihilating Greece was the German Emperor. It was only after Russia had spoken decisively that the German Ambassador at Constantinople was instructed to unite with the representatives of the other Powers in calling a halt upon the Sultan. It seems certain that Turkey will not be permitted to acquire Thessaly or that any concessions will be made to her that would mean the strengthening of Turkish power and influence in Europe. And as to a money indemnity, it would seem useless for Turkey to insist on a sum which is entirely beyond the ability of Greece in her present bankrupt condition to pay.

The Pike's Peak Tunnel. The projected tunnel, or rather tunnel system, in the Pike's Peak region of Colorado, of which some account is given by the St. Louis Globe-Democrat, deserves to be classed as one of the great undertakings of the present age. The main tunnel is to be twenty miles long, and connected with it are to be branches of some 30 miles in length, so that the whole system as projected will be 50 miles. The starting point of the main tunnel will be a few miles westward of the town of Colorado Springs and near the base of Pike's Peak. The farther end of the tunnel is to be at Four-Mile Creek, six miles south of Cripple Creek and near the little town of Sunol. Work has already begun upon the tunnel, but whether or not it shall ever be completed will probably depend largely upon the character of the rock removed as the work of excavation proceeds, for it is said to be the expectation of the projectors of this gigantic undertaking that the \$20,000,000 it will cost they will be able "to crush out of the ore their workmen will break while excavating, or glean from nuggets which may fall out of secret pockets so far below the earth's surface." "The main tun-

nel will pass directly under the cone of Pike's Peak at a depth of nearly 7,000 feet, and 2,700 feet beneath the Town of Victor. Its average depth from the surface will be 2,800 feet, and it is designed to test the mineral deposits of the territory at these great depths. Thirty miles of laterals are contemplated, and these will pass underneath all the Cripple Creek district at an average depth of 2,800 feet. Cripple Creek, Victor, Gillette, the various small towns and a thousand mines are to be made tributary to this vast system of subterranean passages. Under present circumstances the distance—the short way—from Colorado Springs to Cripple Creek is fifty-four miles. By way of the tunnel the two cities will be only sixteen miles apart. Another object of the tunnel which is of the greatest importance is the fact that the whole fifty miles will act as a great drainage system for the entire mining section of Cripple Creek and vicinity. Beneath the flooring of the tunnel is a concrete water-way four by four feet, and into this will flow the water from the countless springs that honeycomb a great section of the country. The vast system which goes to make up the tunnel as a whole, strikes at one place or another, not only every existing mining point in the great section which it underlies, but it is so arranged and laid out as to tap almost any spot that might become a mining centre, although now a comparative wilderness. The saving of distance in the haul of ore thirty-eight miles is something tremendous. A feature of the transportation system of the tunnel, as it is planned, is that electric locomotives will be the power before the freight trains. The tunnel will, of course, be lighted by electricity."

Some Results. The issue of the war between Greece and Turkey may have enabled the German Emperor to gratify certain personal grudges against some of his relatives belonging to the reigning family of Greece, and may also have flattered his vanity by bringing him into more friendly relations with the Czar and the Sultan, but some of the money-lenders of Germany would seem to have little reason to rejoice at the humiliation of Greece, or to bless their Emperor for the part he has taken in bringing her to her present unhappy condition. The bulk of the Greek debt is held in Germany, and although the Sultan may not be permitted to levy upon Greece an indemnity so great as that he is said to have mentioned as a condition of peace, there can be no doubt that the indemnity will be one which in the bankrupt condition of the country will make the practical repudiation of its German debt inevitable. It is believed in some quarters at least that Russia favored the unequal war as a means of destroying the growing power of Greece and so putting it out of her power to put in any effective claim for territory when the time for the dismemberment of the Ottoman empire should come. But it is suspected that Russian diplomacy in this case has over-reached itself, since, it is held, the result of the war must be greatly to increase the prestige of Turkey, strengthen its position and postpone for a considerable time the dissolution of the Sultan's dominion.

Mr. Bayard brings the "Log." Mr. Thomas F. Bayard, Ambassador of the United States to Great Britain under the Cleveland administration, has recently returned to America. Mr. Bayard has been very popular in England and the relations between him and the British government and people have been of the most friendly character, quite too much so indeed to please some of the tail-twisters among United States

politicians. An interesting matter in connection with Mr. Bayard's return is that he has brought with him "the log of the Mayflower," which, on the recommendation of the Archbishop of Canterbury, was taken from its repository in the Lambeth Palace library and given to Mr. Bayard to be delivered to the Governor of Massachusetts. This log is a valuable acquisition to the old Bay State's historical treasures. It was founded in London in 1846, and is bound in vellum, with half-defaced words on one cover, among which can be made out the name of Mary Bradford. There are several hundred pages contained in it, covering the history of the Plymouth Colony from 1602 to 1646. On one of the pages is a note to the effect that twelve persons were living of the old stock "this present year, 1679." Just below this is another inscription, to the effect that two persons were living "that came over in the first ship, 1620, the present year, 1690." Written on a flyleaf is the following: "This book was rit by Goefner William Bradford, and by him to his son, Mager John Bradford, and gifen to his son, Mager John Bradford—rit by me, Samuel Bradford, March 20, 1705."

Sunday Cars in Toronto. Toronto's quiet Sunday, as a result of the recent vote upon the Sunday Car question in that city is, or is shortly to, become a thing of the past. After a vigorous fight the Sunday car advocates were victorious by a majority of from 300 to 400. Considering that some 65,000 votes were cast the majority seems a small one to justify so important a change. Very likely some opponents of Sunday cars have been inclined to magnify the evils likely to result from their re-introduction in Toronto, and some have been inclined unwisely to put the prohibition of them on the ground of a religious ordinance which the city should enforce, but doubtless those who voted against the innovation on the ground that the legalizing of Sunday cars would be inimical to the moral interests of the community acted intelligently and righteously. The opportunity which the cars will afford to families living in the heart of the city to enjoy a cheap ride and breathe the fresher and cooler air of suburban places of course had weight with a great many people, but a chief factor in determining the result of the election was the financial interest of the Car company to which the Sunday franchise is said to be worth fifty thousand dollars a year. With so much money at stake, a company can afford, in a financial point of view—which generally is the point of view of such corporations—to organize a very thorough and persuasive canvass.

—Mr. Hodder, senior member of the London publishing firm of Hodder and Stoughton, was in Montreal recently, and was led into a conversation with a Witness reporter in reference to Ian Maclaren and his books, of which Messrs. Hodder and Stoughton are the English publishers. The demand for Maclaren's works, Mr. Hodder said, had been greatly stimulated by his visit to America. The public interest in the Scotch stories continued unabated, though there might be a possibility of that vein being overworked. Alluding to the failure of the heresy charge in connection with the teachings of "The Mind of the Master," Mr. Hodder said the book was really an ethical study, and dealt with its subject from a standpoint which excluded dogmatic teaching, but he expressed the opinion that there was enough error in the book to justify comment and criticism. Mr. Hodder said further that Dr. Watson is about to bring out another book, which will deal with another side of Christian truth, and be corrective of the erroneous teaching, or supplementary to certain half truths, contained in "The Mind of the Master."