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The Southern States.

In a paper published in Baltimore it is said that from 1880 to 1900 the value of farm property in the United States increased 67 per cent., while in the south it was 72 per cent. The invested capital for the whole country increased 252 per cent., while in the south the increase was 348 per cent. The amount invested in cotton mills has grown from \$22,000,000 to \$175,000,000, and the number of spindles from 700,000 to 7,000,000. The coal output has increased from 6,000,000 tons to 53,000,000. The production of pig-iron has increased from 400,000 to 2,500,000 tons, and other industries in a corresponding phenomenal ratio. The export trade of the whole country increased 65 per cent., while that of the South was 95 per cent. The time was when New England was the manufacturing centre of the United States, but the South is pushing rapidly to the front and will soon take first place, if she has not already done so.

Alaska's Wealth.

There are few people in Canada who have any idea as to the wealth of Alaska. In area it is eight times as large as that of Newfoundland, and it has a coast line of 26,000 miles. Here the best yellow cedar in the world is found. In its waters are the greatest salmon fisheries and it is said that its cod banks are only equalled by those of Newfoundland. The river Yukon is the second largest in the world. At 700 miles from its mouth it is 20 miles in width. With its tributaries it is navigable 2500 miles. Of the nearly 330,000,000 acres of the area of the territory 272,000,000 are within the temperate zone. The United States paid for this area \$7,200,000, all of which has been paid back by one company in rental and royalties. The salmon packed in Alaska in 1901 was valued at more than \$7,000,000. The annual exports to Alaska equal \$1,000,000 per head of the population of the territories. Vegetables such as the potato, cauliflower, cabbage, peas, lettuce and radishes, thrive all over Alaska south of the Arctic circle. In the vicinity of Dawson City, barley, oats and wheat in many varieties have been successfully grown. Alaska can afford homesteads of 320 acres each to 200,000 families and has abundant resources to support a population of at least 3,000,000. If British statesmen had been on the alert, this great province might have been a part of the Dominion of Canada today. We should then have had no Alaskan boundary question to settle, and no hostile neighbor north of us, to vex and annoy.

The World's Shipbuilding.

Last year the total output of the world's shipyards was 2,476 vessels aggregating 2,787,824 tons. Of these the output of Great Britain and her colonies amounted to 1,459 ships aggregating 1,994,454 tons, distributed as follows: Scotland, 404 ships of 572,041 tons; England, 937 ships of 891,520 tons; Ireland, 27 ships of 159,633 tons; the royal dockyards, 5 ships of 51,560 tons; the colonies, 86 ships of 24,700 tons. The total tonnage built in the United States—which ranks second, was 317,775, or slightly less than the year before. Great Britain is still 'to the fore' and the signs of her decadence as a sea-going power, are not visible. The trade of Great Britain for 1902 has broken all previous records. It has reached the enormous sum of \$4,391,054,940. The most noticeable feature of this development is that the increase is in the imports and not in the exports. These are some seven and a half millions sterling less than in 1900, the previous record year. The same feature is also observable in the returns for the final month of December whose imports increase by \$7,602,655 and

exports show a slight falling off. If England is a 'nation of shop-keepers' as Napoleon sneeringly observed—she keeps shop to some purpose. The price of success in business, as of liberty, is 'eternal vigilance.'

Canadian Railways.

Since Confederation in 1867 this country has contributed for the construction of railways and canals \$300,000,000. The total amount which has been invested in railways is \$1100,000,000. From 1835 to 1846 there were only sixteen miles of railway in operation. In 1849 the number had increased to but fifty-four, but five years later it had risen to over two thousand. The figures for 1901 were 18,140. That for last year will show a still further increase. Canada has 165 steam railways. Twenty-five of these have been amalgamated and form the Grand Trunk system. Twenty-eight other lines united in producing the Canadian Pacific Railway system. Of the remaining 112, some of them are more or less connected with other lines. Meantime it is rumored in well-informed circles that the Grand Trunk is contemplating an extension of its lines to the Pacific ocean. The work will involve the building of 2,300 to 3,000 miles of railway and the expenditure of \$96,000,000. The Pacific terminal for this road is Port Simpson, which is said to be the finest harbor north of San Francisco. Meanwhile a third line is talked of called the Trans-Canadian Railway. This is a purely Canadian project. It is designed to extend from Quebec to Fort Simpson. By the terms of its charter it is to be completed within ten years from the beginning of the construction work. Its projectors expect to have the road ready for business in 1907. With these three roads running from one end of the country to the other, the prospect for its speedy development is assured.

Christianity in India.

The census for 1900 gives the total population of India as in round numbers 230,000,000. This is about a fifth of the entire population of the globe. There is one registered Christian for every three hundred in India. The total population increased seven per cent. from 1890 to 1900. The Christian population is said to have increased thirty per cent. Dr. Chamberlain has shown that (1) "the Christian community is a power to be considered in the affairs of the empire. (2) The influence of the Christian community is out of all proportion to other factors in India. (3) It is bound to continue and increase. (4) It has its ideals in front, and unlike Hinduism and Mohammedanism it has a future greater than the past."

Portuguese Africa.

Portugal has granted to Mr. Robt. Williams, an Englishman, a concession for a railway from Sobito Bay, near Benguela in Portuguese West Africa, to the eastern frontier of the colony. The company of which Mr. Williams is the head, is to have a Portuguese majority on the Board, and a Portuguese *personnell*, subject to the Portuguese laws, and to register as such in Lisbon. The State reserves every guarantee just as if the railway were its own. The concession is for ninety-nine years, and carries with it the right to all minerals found within seventy-five miles on each side of the railway from end to end. Sobito Bay is four days nearer to England than the Cape and is said to be one of the finest harbors in the world able to accommodate larger vessels than Delagoa Bay. A new railway to this port gives promise of a great future and at the same time strengthens the position of Portugal in Africa. But the possession in British hands of the line in connection with the port of Sobito, which is

considered the key on the Atlantic seaboard for the west coast of Africa, gives Britain a preponderating influence, and is held to be only secondary in importance to the acquisition of the Suez canal shares by Lord Beaconsfield.—Good for Britain and South Africa.

North Nigeria and the British.

Northern Nigeria is a territory one-third the size of India, and contains a population of many millions. Hitherto it had been held for Great Britain by a staff of civil and military officials, of whom the total number, including white non-commissioned officers, was about one hundred and sixty-five men. An expedition was fitted out early in January in consequence of the threatening attitude of the Emir of Kano, a powerful Mohammedan ruler of Northern Nigeria, who had placed a price on the head of Captain Abadie, the British resident at Zaria, capital of Zeg Zeg, in Central Africa. The expedition was commanded by Colonel Morland and consisted of 1,000 men belonging to the West African frontier force. The Emir was badly defeated, losing three hundred men and his capital. The town of Kano is situated not far from the limits, at which the fertile territory of the well-watered southern districts of this part of West Africa are bounded by the great Desert of Sahara. It is the centre of a district of the same name. It is at Kano that the caravan routes meet and cross, and where the wealth of the country accumulates. From Kano it reaches out in all directions through the surrounding districts. It will thus be seen that the overthrow of this powerful ruler is another link in the long chain of petty kingdoms in Africa to come under the dominant yet beneficent power of Britain, to their own advantage.

Another Biblical Discovery.

One of the most extraordinary things about the Bible is the exact agreement, almost to a letter of all Hebrew MSS. of the Old Testament. It is as if there were but one manuscript; for soon after the destruction of Jerusalem, the Jewish scribes settled on a text, and everything expunged that did not agree with it. It was well known that at an earlier time the Hebrew MSS. must have had even more variations than are to be found in the Greek of the New Testament, for the Septuagint translation often differs considerably from the present Hebrew text. To find a Hebrew manuscript that antedated the fixing of the text, was the thing desired. The Independent says, 'A fragment of such a text has now been found in an Egyptian papyrus. The shape of the letters seem to place it at about the second century A. D. It contains the Decalogue from Exodus, and a fragment of Deuteronomy. Its importance appears from the fact that it harmonizes with the Septuagint version. Thus in the Fifth Commandment the reason is given 'that it may be well with thee, and that thy days may be long upon the land,' which agrees with the Septuagint and Eph. 6:2, and Philo, but not with the masoretic text of either Exodus or Deuteronomy. The Sixth and Seventh Commandments are transposed, as in the Septuagint of Deuteronomy, and several times in the New Testament. Before the 'Hear ye' of Deut. 6:4 an entire verse is inserted, which survived only in the Septuagint and old Latin. It ascribes the following passage to Moses, while early Jewish tradition ascribed it to the time of Jacob; and this is probably the reason why the verse was omitted by the Jewish editors, who seem to have taken pretty free liberty with their text. The MS. will soon be published in the 'proceedings of the Society of Biblical Archaeology.'