



The Golden Age

a Journal of fact
hope and courage

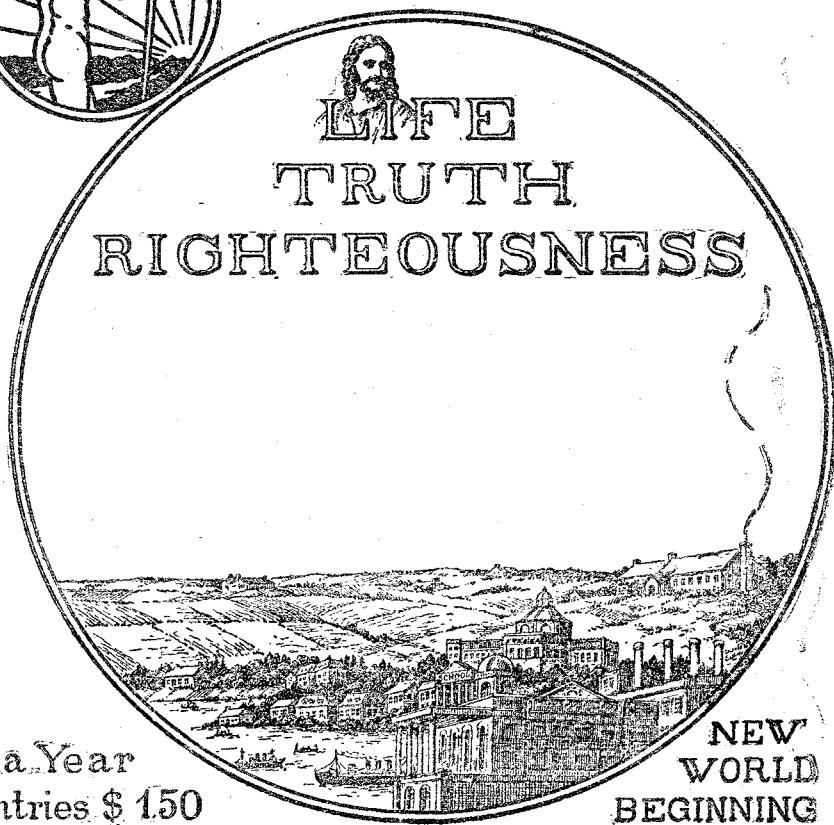
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January 13, 1926

**THE SUCCESSORS
OF THE ARK**

**DIGEST OF THE
WORLD'S NEWS**

**THE STRINGS
OF THE VIOLIN**

ST. PETER'S KEYS



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The Golden Age

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The Successors of the Ark

THE evolutionists, in their desire to disown or discredit the Creator and thus to shine at His expense, never have much to say about the ark of the Deluge; and it is well for them that they do not, because the ark as constructed by Noah makes their claims of superior intelligence look very foolish.

Figured on the basis of 25 inches to the cubit the ark was 625 feet long, 104 feet wide and 62½ feet deep. Its dimensions do not differ materially from those of a representative large vessel of today. E. H. Rigg, naval architect of the New York Shipbuilding Corp., declares that the ideal dimensions of a large and speedy vessel should be 585 feet long (only forty feet shorter than the ark) and 70 feet wide. The ark was not built for speed but for stability and comfort; hence its greater width. Moreover, it is significant that the newest boats show a general tendency to increase the width of the beam to approximate more nearly the ark's proportions. The fishing boats on stormy Lake Erie are modeled after the proportions of the ark. They are able to go out and return when all other vessels have to be kept in port. One fishing company has six vessels of this type in use.

Some three thousand years ago the Hebrews had vessels of considerable size, used in transporting timbers for the temple. The Phoenicians, the first masters of the sea, were connected with the Hebrews in their maritime enterprise and retained their prestige for hundreds of years. It is now more than twenty-five hundred years since they circumnavigated Africa. In the Metropolitan Museum of Arts are to be found ship models made for an Egyptian ruler who lived in the days of Solomon.

Carthage, Rome, Venice and Genoa each had their day as the shipmasters of the world. Genoa was the first to make vessels exclusively for merchant service. Norway, Holland, Britain

and the United States have all been famed for their navigators.

Paddle wheels, operated by hand or by ox power, were used by Rome before the time of Christ. The first steam vessel to cross the Atlantic was the "Savannah", built at New York, which made the trip from Savannah to Liverpool in the spring of 1819. The vessel was twenty-seven days enroute, and only a little over three days of the time under steam.

American Clippers and Schooners

THE first American schooner was built at Gloucester, Mass., in 1745, and was so named because of the way in which she "schooned" or skipped over the waters as she descended from the ways when launched. These vessels soon became familiar sights in every part of the world. They were built with a square stern, fitted with two masts bearing a sloop sail on each, and a bowsprit with jib.

The first half of the nineteenth century saw the sailing vessels rise to the heights of their glory. The swiftest of these vessels were under the American flag. In 1854 the "Lightning", under the U. S. flag, in five consecutive days made runs of 332 miles, 348, 300, 311 and 329. Her best day's run on the trip was 412 miles. In the same year the "James Bains", also under the U. S. flag, on a passage from Liverpool to Melbourne, made a day's run of 420 miles. These mileages are equal to those of steam vessels of the present day. In the year 1851 the "Flying Cloud", on a trip from New York to San Francisco, around Cape Horn, averaged 227 miles per day for twenty-six days. The average speed of the slower passenger ships today is about 360 miles per day. In ten years after the first clipper ship was built the size of 2,400 tons was reached.

The foregoing were wooden vessels; and

Driven to desperation by the emergencies of the World War an attempt was made to revive the glories of a day that is past by constructing a huge number of wooden ships. Accordingly America built 226 of these ships at a total cost of \$300,000,000; but the day of the ship carpenter was past and, although the ordinary house carpenters that were pressed into the work did the best they could, the results were unsatisfactory. The outcome was that the government sold the entire 226 ships for \$750,000, or one-fourth of one percent of their cost.

Not only did the government lose 99 ¾ percent of their money on the vessels which were completed, but they had to pay \$5,000 per hull for the removal of each wooden hull that was on the ways when the armistice was declared. The concern that bought the hulls sold them as they lay to the owners of the yards, and hence was paid by both parties to the transaction.

Steel the Ideal Material for Ships

IN THE latter part of the nineteenth century wood began to go out of use as shipbuilding material, it having been found that an iron ship is lighter than a wooden one of the same size and that the iron has the advantage of being easily bent or cast into any required shape.

Steel is a still better material for ship construction than iron, and by 1890 had quite displaced the latter. Shipbuilding is the queen of the steel industry. In the one hull there is combined the framework of a sky scraper and a great hotel, while at the same time the whole exterior is sheathed in the same material; and a gigantic steel constructed power-plant drives the whole structure forward through the seas.

A striking example of the merits of steel construction was the salvage of the "Liberty Glow" during the World War. The ship struck a mine and broke in two, both parts floating ashore one and a quarter miles apart. The greater part of the cargo was salvaged; and after a few weeks the two parts of the vessel were drydocked and put together.

In the desperate days of the war an attempt was made to produce concrete boats, and seven ocean-going boats were made of that material; but they are now all out of service. Concrete is lacking in tensile strength, and cracks or crumbles easily. Blows that come from heavy

seas have little or no effect on steel or wooden vessels, as the material will give; but even the docking of concrete vessels required extreme care, as they were so easily broken.

The Smaller Ships Safer

IT IS probable that the generation which is now passing has seen the largest ships that will ever be built. Experience has shown that the largest vessels are not the safest. Indeed, the strength of a vessel's hull decreases as its size increases. Moreover, the large vessels are unwieldy to handle, especially in getting in and out of harbors.

The two largest vessels afloat are the "Majestic" and the "Leviathan", both designed and built in Germany, as was also the "Berengaria", the third largest. The vessels are supposed to be sister ships, but the "Majestic" is actually six feet longer than the "Leviathan", which is an even 950 feet long. The breadth is 100 feet, the depth 102 feet, the draft 38 feet, the number of decks 9, the deck area 7½ acres, the height of main deck above the water 75 feet, the passenger capacity 4100, the crew 1000, the speed 25 knots, the number of boilers 48, the horsepower 100,000 and the tonnage 56,000. The interior space of each of these vessels is equal to 400 eight-room houses. The famous "Great Eastern", which made its maiden trip from Liverpool to New York in 1858, and was at one time the most talked-of boat in the world, was 680 feet long, with a breadth of hull of 83 feet.

During the war the "Leviathan" was used to transport troops. After the war it was determined to recondition her and make her over into a first-class passenger ship. The Boston navy yard bid less than \$6,000,000 for making the desired changes, but the contract was awarded to a private yard at a cost of over \$9,000,000. More than twenty-five miles of copper tubing were used in the reconditioning, 250,000 pounds of it for the heater coils in the staterooms.

There is no more talk now of building additional Majestics, Leviathans, Berengarias, Aquitanias or Mauretanias. These great vessels do not pay, because of the enormous expense of operation and the impossibility of keeping the passenger list filled in the winter time. Hence the resort to winter cruises, to provide work for them.

The Speed Limit About Reached

THE speed limit for ocean travel seems to have been about reached. The "Leviathan" and the "Mauretania" have held the record between them for many years. The present record is by the "Mauretania" in 5 days 1 hour and 59 minutes from New York to Cherbourg.

Every increase in speed of an ocean-going vessel involves a great increase in expense of operation. For every mile of increased speed per hour there is a greatly increased fuel consumption. It is claimed that the new airplane-carrier of the navy will be able to make between thirty-three and thirty-four knots an hour, but a passenger boat of that speed would be so unprofitable as to be impossible.

The fastest boats of all are those designed by Dr. Alexander Graham Bell, inventor of the telephone. As the speed of these boats increases, the hull is lifted out of the water by a system of planes which are not a part of the hull. At the top the planes are largest, the smallest being at the bottom. Boats built on this system have made speeds of seventy-seven miles an hour, or upwards. They are used only for sport.

Great Changes Under Way

THE public is hardly aware of the fact that gas engines are now being installed in the majority of the new ships built, and that the smokestacks are carried only as ornaments, if they can be called such. Some ships are already appearing without them; and they are bound to go. In motor ships there are no furnaces, no boilers, no stokers, no trimmers; and the oil can be bunkered in spaces that would otherwise be wasted. This makes a great difference in the cargo capacity of the ship.

An equally drastic change is under way in the domain of sailing vessels. As has previously been mentioned in these columns, Anton Flettner, Director of the Institute of Aero and Hydrodynamics at Amsterdam, has made use of his technical knowledge of the effect of wind currents on moving bodies, so as to convert the masts of old ships into towers into which the wind sweeps and propels the ship. These sail-less sailing vessels are said to make even more complete use of the wind than the ordinary sailing ship, and require only a fifth of the crew.

Another maritime improvement is the mar-

velous steering device known among sailors as the "Metal Mike". This gyropilot, once the head of the ship is set in a given direction by an arrangement of compasses and gyroscopes, actually steers the vessel better than a helmsman himself. The invention records the exact course followed by the ship.

Then there is the German stabilizing device which has proven so successful in the "Albert Ballin". These U-shaped tanks largely counteract the rolling of the vessel, and in connection with what are called the Foerster bulges have practically ended seasickness on the vessels thus fitted. The "Deutschland" is one of these.

There is also the submarine signal apparatus attached to each side of the ship below the water line, which enables the captain in a dense fog to tell of the proximity of another vessel, or even of an iceberg. Sound travels through the water more than four times as fast as it travels through the air. This device was used in the World War to locate submarines.

And finally there is the discovery that a six-bladed fan, fixed firmly to the rudder post behind a revolving propeller prevents the swirl of water, and makes it more like a solid block against which the propeller that revolves is more active. With the use of this device a sixth of the fuel can be saved and the ship driven ten percent faster.

It might be said that there is a general return to the old custom of pouring oil on troubled waters in the case of very heavy storms. It is a fact that the use of heavy vegetable or mineral oil has a remarkable effect in smoothing troubled seas and preventing them from breaking on board.

Improvements for Passengers

THE United States has ceased to be an immigrant receiving country. With this change in governmental policy has come a change in the design and operation of steamships. Once they were largely operated because of the income derived from steerage passengers. Now it is proposed to do away with all class distinctions, as on railroads and in hotels throughout America, and to let all passengers have the run of the ship. This is the only sensible way to do, and it is the custom on American lines.

With the passing of immigration there is a

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BROOKLYN, N. Y.

determined effort on the part of stowaways to find their way into the country. Many do so, but many others are detected and sent back home. A police dog found twenty stowaways on one Austrian boat in the run between Trieste and Lisbon.

There has been a softening by the United States of the severe restrictions formerly imposed upon third-class passengers. Only two years ago third-class passengers from Liverpool for New York were first examined on the dock at Liverpool. As they walked aboard their hair was examined for vermin; on the first day out all women and children were compelled to bathe; every night at eight o'clock all women, married or unmarried, were ordered off the decks; when half way across and again on arrival at New York there were medical inspections in which women were forced to take down their hair and loosen their clothing, while the men had to strip stark naked. Persons arriving in the United States by third-class now are said to have the same courteous treatment that is extended to Americans when they go aboard.

Seven Billions Beneath the Waves

BEFORE the World War it was estimated that ships and treasures of the value of seven billions of dollars were strewn beneath the ocean's waves, a large part of them recoverable. With the end of the World War the amount was so stupendous that one division of the British Navy brought into port five hundred ships that had become casualties.

Among the treasures recovered by divers were five million dollars in gold from the White Star dominion liner "Laurentic", which was sunk in 1917 off Fastnet light. The development of salvaging apparatus has been so rapid since the war that it has even been proposed to try to raise the "Lusitania"; but it is unlikely that this will be done, on account of the enormous expense attached to the venture.

During the war the neutral country that suffered the heaviest losses was Norway. During the years of submarine warfare there were 829 Norwegian vessels sent to the bottom, with 1,162 Norwegian sailors. Norway had no way to obtain redress for these great and terrible losses.

When the war was over and it became apparent that there were more ships in the world than could be operated at a profit, there were at

one time about a dozen mysterious disappearances of vessels. It was conjectured that some of these hit floating mines, which may be true; and in some other cases the owners probably put mines into them before they left port, so as to collect the insurance. At least that is the opinion of friends who are familiar with maritime matters.

Occasionally there have been real mysteries on the sea, as in the case of the "Marie Celeste", found off the Azores in 1872, three months after leaving Europe, with all sails set, undamaged, in calm weather, and not a soul aboard. The table was set for dinner; there was still hot coffee in the pot; the captain's wife had an unfinished waist in the sewing machine; the toys of the captain's son were on the floor; in the forecastle was a game of playing cards distributed as though left but a moment before. What became of the captain, his family and the crew of ten men is unknown. Six years later the ship disappeared again, with its new crew; and nothing was ever heard from it.

Among sunken vessels which it is hoped to sometime recover is the floating palace of the Emperor Tiberius, which now lies at the bottom of Lake Nemi, seventeen miles from Rome. It is known that the treasures on this vessel are worth millions of dollars. The plan is to drain the lake and recover the vessel itself along with its precious cargo.

The Dangers of the Sea

THE true deep-water sailor does not feel that anything that can happen to him on land is a hardship. Nothing is too strange to happen at sea. Some two hundred vessels per year are destroyed by fire, and it is hard to think of anything worse than being out in a stormy sea on a ship that is afire. It all sounds very well to talk or think about taking to the boats, but there are many cases where it is impossible to launch them. Most of these fires are due to spontaneous combustion in the coal bunkers.

In the northern seas many a good ship has gone down because of icebergs, such as sent the "Titanic" to the bottom. In the southern seas, around Cape Horn, the waves are of such prodigious height that nothing in northern waters can be compared to them.

Last year the four-masted iron full-rigged ship "Garthwray", from Grangemouth, Scotland,

to Iquique, Chile, was compelled to turn back from Cape Horn; and in order to get to Chile had to sail around the world, to the south of Africa and Australia. On the one-way trip, which lasted 519 days, the ship was dismasted twice and had three captains; and when she finally reached Iquique, after a 21,000 mile voyage, the only members of her original crew still on the vessel were the steward, the carpenter, and nine cadets.

On a steamship the firemen are in constant danger from burning oil flying out on them if the vessel is an oil burner, or from the hot coals if the ship is a coal burner. No matter how rough the weather they must keep working, and constantly face the hot slice bars. Sailors on deck are frequently washed overboard or fall from aloft to the deck. The life of Boyd O'Neal, engineer on the steamship "New England", was saved only because his shipmates sewed seventeen wounds in his abdomen with sail twine and heavy needles and then wrapped his body tightly with adhesive tape. He was injured by the bursting of a steam pipe.

The old-time ship's rigger had one of the most dangerous jobs in the world. It was his duty to go aloft, in rigging known to be weak and defective, remove the damaged parts and replace them with sound material. He was a combined sailor, painter, carpenter, rope expert and trapeze performer; and if he made an error of judgment he often paid for it with his life.

The Perils Near Shore

NEAR the path of greatest ocean travel, at the entrance of the Strait of Dover, the narrowest part of the English Channel, lie the remains of what was once the island of Domea. This island has been swallowed up by the sea, and the place where it stood is a great bed of quicksand commonly called the Goodwin Sands. So dangerous are these sands that in a single night as many as thirteen large ships have been caught in them and swallowed up.

On account of the quicksands it has been found impossible to delimit the area, but the British government maintains four lightships on the outer edges of the sands area. These are kept in touch with each other and with the life-saving stations by wireless. But in spite of all efforts many, many thousands of vessels have been swallowed up in these sands.

On the Pacific coast there is an uncanny drift of the surface waters toward the mainland that has caused the loss of a hundred vessels in the last twenty years. The west coast of America is gradually sinking, even as the east coast is rising. In foggy or bad weather a ship may gradually drift nearer and nearer the land until it runs aground, when it is supposed that it is still safe out at sea.

New York City has one of the grandest harbors in the world, and yet it takes longer to train to be a Sandy Hook pilot than it does to be a physician or a lawyer. The apprentice period is seven years; and then come four years more of progressive rank for vessels of 18-foot draft, then 24-foot and then 28-foot. The pilot becomes so familiar with the soundings that in any kind of weather, day or night, he can see with his mind's eye the topographical map of the harbor's bottom, with all its hillocks, swales, cliffs and jutting rocks, and know just where to steer his course.

The Destructive Teredo

EVERYTHING in nature has its enemies, bent upon its destruction. It seems strange that this should be true of an inanimate thing like the shipping business, but nothing less can be claimed for the *Teredo*, or ship-worm, which has been one of the greatest foes of mariners in all ages.

The *Teredo*, which is related to the clam or mussel family, enters into the wood of a ship or dock through a hole no larger than a pin. Having once entered, its presence can be detected only by cutting the timber. It grows and grows on sewage and such other choice morsels as are to be found about the docks of great cities. It multiplies like the multiplication table, and in some waters attains a diameter of an inch and a length of as much as four feet. It eats the whole interior out of timber, and often the only warning is the collapse of the timber.

Various methods have been taken to circumvent the *Teredo*. The Phoenicians coated their vessels with pitch, and the Norsemen charred theirs. The modern ship-builder sheathes the vessel with copper. The Hollanders protect their docks by driving them full of iron nails with huge heads. The modern method is to boil the dock timber in creosote until it absorbs twelve or fourteen pounds per cubic foot. But

after a few years the creosote leaches out, and the Teredo enjoys his feast as much as ever. Piles which are wholly unprotected sometimes last but a few months.

The Rule of the Sea

THE rule of the sea is that the saving of human life is the first consideration. When the "Volturno" burned in midocean in 1913, ten vessels raced to her assistance from every point of the compass; and although the seas were angry and the wind was blowing a gale they managed to save 521 of the 657 persons that were aboard. On that occasion the captain of the "Volturno" stuck to his post and faced the intense heat of the burning vessel until, when his turn came to be rescued, he was no longer able to see. The Lascar firemen came up from the boiler room because it was impossible for human beings to stand the heat, so they said; but the British sailors went down in their stead and stayed to the end. Of such stuff are the British made.

The pathos of it is that sometimes every possible effort is made to reach a sinking ship, but time and the seas make all efforts vain. When the "Titanic" went down, aid was coming to her from every point within a circle of hundreds of miles; but none of the vessels arrived in time. When the Japanese steamer "Raifuku Maru" went down in the same waters last spring both the "Tuscania" and the "Homeric" were rushing toward her, and were near enough to see the boat go down and the crew drown; but they had not the time to do anything. The "Raifuku Maru" was a strictly modern ship, with electric lights and wireless. The last word from the sinking vessel was the quaint radio message in broken English, "Now very danger." In a few minutes all was over. Thirty-eight men sank with the ship.

Safety Depends on Personnel

THE safety of all the persons on a vessel depends upon the kind of men who have the vessel in hand. If the men are well trained in their duties, and if all speak the same tongue, the task of keeping afloat or of knowing what to do in an emergency is much simplified. When the British steamer "Egypt" was rammed off the coast of France, she had a European crew of 86 and a non-European crew of 208. It was twenty minutes before the vessel sank; and in

that time, if all the crew had been Europeans and properly drilled, not a life need have been lost.

In order to keep expenses of operation down it is the custom of ship owners to employ a considerable number of Asiatics. This is even true of American vessels; and when these Asiatics are from the Philippines and are American citizens there is no legal way of barring their employment.

As the British and the American people object to crews which have many Asiatics or Africans, so the Asiatics themselves, on boats in their own waters, want only Asiatics, from the captain down. Chinese sailors a few years ago won a strike against the then prevailing system of hiring mixed crews through a labor-contracting agency which charged a commission of about one-third the wages made on the job.

American ships carrying U. S. mail are required by law to be manned by at least forty-five percent American citizens; sixty-five percent of the deck crew must be men with at least three years' experience on deck; seventy-five percent of the crew in each department of the ship must be able to understand the language of the officers.

Under the British Navigation Act no person may be engaged as a deck or engineer officer in any British ship who is not a British subject and fully conversant with the English language; nor may any person be engaged as a seaman who does not possess a working knowledge of the English language sufficient for him to understand any orders that may be given to him in the performance of his duty. Boarding-house labor agents are forbidden to hire seamen for duty on either British or American vessels.

Wages and Working Conditions

IT IS not so long ago since sailors were virtually prisoners on board the vessels on which they sailed, but conditions are gradually improving. The Sailors' Unions have succeeded in bringing about better wages for themselves, shorter hours, better food, larger quarters, proper treatment, right to quit vessels in port, freedom from attachment of wages and clothing, and many other desiderata.

For several reasons, including the higher rates of wages paid to seamen, vessels operating under the United States flag have a hard time

to make a profit. But for some strange reason, although many believe it would be the only way for America to maintain a merchant marine, American labor has always opposed the payment of part of their wages by the government. They say that any form of subsidy is the granting of a special privilege to some men to fill their pockets at the expense of others, through the forms of law. They seem to overlook the fact that other governments do this right along.

On the maiden voyage of the "Aquitania" the Cunard Company permitted two hundred of their clerks to sail as stewards, but on the vessel's return to Southampton the clerks were glad to get back to their desks. They found the hours long and the stories about large tips exaggerated. The United States Controller of the Treasury limits the tips of embassy attachés to \$5 for cabin and dining-room stewards for the voyage.

Shipping Contact with Government

IN THE nature of things ocean-going vessels come in contact with the governments wherever they go. When a shipmaster arrives with his cargo in the United States he may come in contact with as many as six departments of the federal government and ten governmental bureaus. It is hoped to correct this situation by having a new department of the government, a Department of Marine, headed by a Secretary of Marine, which will have jurisdiction over everything of this nature.

One important branch of the Treasury Department is what is known as the United States Coast Guard, which is a combination of the United States Revenue Cutter Service and the United States Life-Saving Service. Its duties are to prevent smuggling, to lend aid to vessels in distress, to locate and destroy derelicts, to supply medical assistance to fishermen, and to maintain an international ice patrol in the North Atlantic.

One life-saver in the employ of the government is accredited with having saved over 500 lives during his several terms of service. Just now the Coast Guard is busy with the "Rum Fleet". While the Coast Guard is required to relieve only such distress as occurs on navigable waters, yet it is the firm policy of the Guard never to ignore a call of suffering humanity

anywhere. The U. S. Marine Hospitals maintain a wireless service which gives advice to vessels anywhere within reach as to how to treat cases reported to them.

From 1795 to 1830 inclusive, ninety percent of America's overseas traffic was carried in America's own ships. By the outbreak of the Civil War it had dropped to sixty-six percent. The war finished the job, and from 1900 to 1914 the percentage carried was only one-tenth what it had been a hundred years before.

There have been many efforts to revive the United States merchant marine, but it does not revive. Government operation of vessels does not seem to be a success anywhere. The thing has been tried out faithfully by Canada, Australia and the United States; and the result in each case has been the same—dismal failure.

U.S. Merchant Marine

OUR readers are aware that we never had bright hopes for the United States merchant marine. This is not because American ships and American sailors are not the equal of any in the world, but because Americans will not ship their goods in American ships, and both British and American public opinion do everything humanly possible to belittle and destroy the enterprise. It is true that the U. S. vessels were made during the peak of war inflation. Some of them were not made well. All of them cost more than they should. More of them were made than could be used. They depreciate rapidly.

Idle tonnage in the United States alone costs the taxpayers over \$7,300,000 a year for upkeep. The effort on the part of the Shipping Board to maintain and operate 387 ships, which represent only one-third of the tonnage under its control, resulted in a loss during the last fiscal year of \$36,739,000. The world's idle ocean tonnage in 1925 was about half what it was in 1922. Only about one-third of American exports and imports are now carried in United States vessels, but all British goods are carried in British ships and all French goods in French ships.

The Great Lakes are very proud of the part which they play in the carriage of goods. It is pointed out that the Great Lakes in 1914 had one-half of the entire steam tonnage of the country, and that if it were left to the railroads to transport all the goods which go by lake

steamers it would be physically impossible for them to manage the task. They do not have cars enough or tracks enough to care for the business.

Items About the Shipping Board

WE DO not attempt to say why the operation of a merchant marine by the United States government is so unprofitable, or why both Canada and Australia in the same years had the same kind of record; but we give a few items which are of more or less interest to our readers:

Shortly before the war, when Mr. Morse was a convict at Atlanta prison, he bought from the government for \$175,000 a ship built with public money. This ship he arranged to sell to a foreign country. She was sunk, and the United States Shipping Board awarded Mr. Morse \$400,000 damages for the loss of his ship—more than twice what he had paid the government for it a short time before. Reported by Universal Service in 1920.

The Shipping Board has been a rapidly changing body. No one seems to be able or to care to stay in it any length of time. It seems to have been taken for granted that nobody could make anything of the fleet. In Britain everything possible is done to help the merchant marine; in the United States exactly the reverse is true. Some have compared the whole Board to a turnstile, so rapidly have men passed into and out of its most important positions.

In 1920, when the public first began to know something of what had been done to them during the war, the magazine *Reconstruction* called attention to the \$12 per day paid to common labor in the shipyards, with one and one-half to two and one-half hours pay for every hour of overtime.

For heating-tongs which cost sixty cents the contractors charged ninety cents plus their profit. For backing-out punches which cost ninety cents they charged \$2.24 and added their profit. In one small yard they put 400 dummies on the payroll every week, and in one single week the number jumped up to 526. Ships built by this method cost \$320 to \$400 per ton to build as against \$75 per ton in less patriotic times.

The patriots of the country rushed into the shipyards with such reckless resolve to participate in the tapioca that in the fall of 1920 the

Board had on its payroll four thousand persons, at salaries totaling eight million dollars a year, engaged in an attempt to straighten out the tangle of building accounts of the Emergency Fleet Corporation.

The High Cost of Patriotism

THE patriots were not all engaged in building the ships. Some were engaged in operating them. On this point Philip Manson, president of the Pacific and Manson Steamship Company, said:

There was turned over to American shipping interests, free of all costs to them, a fleet of over 1,500 vessels, including some of the finest passenger ships afloat. Not only have American shipping interests had the free use of this fleet of ships which has cost the American people over four billions of dollars, but the shipping interests to which these ships were turned over for operation received in addition from the government hundreds of millions of dollars in cash to cover alleged losses in the operation of these ships, notwithstanding that during much of the period during which they have had these ships, high freight rates prevailed and large profits should easily have been earned.

Nevertheless, the high cost of building American ships and of keeping them in repair has been a fatal handicap. The initial cost of building in the United States is twenty-five to thirty-three percent higher than abroad. Also, the cost of repairing a vessel in the United States is proportionately higher, and on account of the existing law which imposes a tax of fifty percent on the cost of all repairs in foreign ports, the American shipowner cannot take advantage of the lower costs abroad. Some of the war-time vessels were very inferior and the repair bills were heavy; but most of the vessels now in the service are the equal of any afloat.

In the year 1923 competition on the high seas was so keen that American privately-owned vessels were driven into the coastal trade. In that year Captain Dollar, an American shipowner, pointed out that England measures ships to the advantage of shipowners, while the United States does the reverse. He mentioned two sister ships, one registered under the British flag and the other American. The American vessel pays \$500 more than its British sister every time it passes through our own Panama Canal. Early in 1923 the U. S. Shipping Board was losing four million dollars a month in the operation of its vessels.

History of the Past Two Years

IN 1924 the Shipping Board sold the steamship "City of Los Angeles" for \$100,000. This was after the Board had spent \$4,677,001 on the vessel. The Los Angeles Steamship Company was the only bidder. Apparently they did not lose much on their purchase; for the Board had already lost all there was to lose.

In the early part of 1924 the Board boasted that its gross profits on the first trip of the "Leviathan" were \$379,000, but it forgot to mention that the invested capital was \$20,000,000, and that the interest charges on this amount, together with depreciation, repairs, insurance, advertising and overhead expenses would eat the profit all up.

In 1924 American business men were urged to use United States vessels; but United States Senator Ransdell of Louisiana brought to light the fact that secret agreements exist between a score of American trunk lines and foreign steamship companies by which the roads agree to give these foreign ships free dock facilities, sell them coal at lower cost than to Americans, and assist in securing reductions for these foreign companies in city, county and harbor taxes. At the very time that the patriotic railroad managers of the country were receiving funds from the United States Treasury they were utilizing their resources to prevent the government's shipping program from becoming a success.

The North Atlantic Steamship Conference, representing the twenty-five principal lines plying between the two hemispheres, is one of the most powerful organizations in the world. This Conference fixes the rates for freight and passenger service between the two continents.

The Hog Island shipyard, which cost the government more than \$66,000,000 and whose name is thoroughly descriptive of what was done to the American people during the shipbuilding

orgy, is said to be for sale. The finish of the American Merchant Marine and the successful outcome of British propaganda to put American shippers again wholly in their power, is probably not far off.

As to Shipping Elsewhere

GERMAN tonnage before the war was 5,098,000. After the war it was only about 400,000 tons, mostly in small vessels; but by the close of 1924 Germany had 2,856,000 tons, and even in 1923 Hamburg had regained its old position as the greatest shipping center on the European continent. At that time the Hamburg-American line had regained thirty percent of its pre-war tonnage. Antwerp and Rotterdam each handle nearly as much tonnage as Hamburg.

The British shipyards are feeling more and more the great strain of the situation created by the war. Work which was greatly needed in Britain has gone to Dutch and Belgian yards, with not much of it to go anywhere; for there is little need for new ships and little money with which to build them. Only ten vessels of over 15,000 tons were launched during 1924. All of these were built in Great Britain and Ireland.

The world has now 338 steamers and motorships of 10,000 tons each and upwards. Of these, 198 fly the British flag. Britain continues to rule the sea. The following is a comparison of the tonnages of the principal maritime countries:

	1925	1914	Difference
British Empire	31,504,000	20,294,000	1,210,000
United States	11,605,000	1,837,000	9,768,000
Japan	3,741,000	1,642,000	2,099,000
France	3,262,000	1,918,000	1,344,000
Germany	2,993,000	5,098,000	2,105,000
Italy	2,894,000	1,428,000	1,466,000
Norway	2,555,000	1,923,000	632,000
Denmark	1,008,000	762,000	246,000

Prediction of Tides and Currents

THIS New York Times contains a very interesting story of the tide-and-current-predicting machine at Washington, which does the work of sixty trained computers in predicting for years ahead tides and currents in all the principal ports of the world. It takes about three hours to set the cranks and dials in posi-

tion to make the calculations for a port, and about seven hours more to foretell the tidal variations of a single port for one year. This is the only machine of the kind in the world. More than half the ocean wrecks in the past have been due to inadequate information of the kind which the machine furnishes with accuracy.

Digest of the World's News

[Radiocast, with other items, from Watchtower WBBR on a wave length of 272.6 meters by the Editor.]

Best Wage Conditions Ever Known

THE National Industrial Conference Board declares in effect that present wage conditions in the United States are the best ever known because, due to the increased production, the average wages now will produce more in the way of comforts and enjoyment for the wage earner than at any previous time. Incidentally the report shows that although wage levels in the automobile industry are more than double what they were in 1914, yet the average price of automobiles is now twenty-nine percent lower than at that time.

Getting Their Help for Nothing

THE Industrial Commission of Oregon has discovered that some of the candy makers and proprietors of certain beauty parlors have been getting their help for nothing. The plan was to operate what were styled vocational colleges. Girls were taught candy making, but got nothing for the candy they made, and the same with beauty parlor work. But the proprietors did not forget to take pay for the candy and the beauty parlor work; and in addition they actually charged the girls fees for the education imparted to them.

The First Baby Carriage Garage

THE first baby carriage garage has been opened in New York City. Every family in the big apartment house at Tenth Avenue and Twenty-Seventh street may now have its own private compartment in the garage where the family carriage may be kept; and as there are forty-three families in the house, some of them with twelve children apiece, the baby carriage is quite an important article of furniture.

Why It Costs to Live in New York

ONE of the reasons why it costs to live in New York is because it costs as much to get potatoes from Jersey City to the consumer in New York as it does to get the potatoes from Michigan to Jersey City. Almost everything sold in New York is carried across the Hudson on floats. Some days twenty percent of the cars remain in Jersey City because there is not room for them on the piers where they are to be unloaded, and the entrances to the piers are so

crowded that sometimes a truckman has to remain in line six hours before he can get on the pier and get his load. As a matter of course, the consumer has to pay for all these delays and for the food that is spoiled by reason of them.

Mike Genna's Police Payroll

MIKE GENNA, Chicago gangster, was killed in a gun battle. He left behind him his payroll book from which it appeared that he had on his payroll at salaries from \$10 up to \$800 a month some 250 of Chicago's police, state's attorney employes, detectives and other Chicago residents upon whom the people of Chicago depend for the safety of their lives and property. Probably this partly accounts for Chicago's murder-a-day record.

Elected a Dead Man to Office

IN NEW JERSEY a man who died nearly three weeks before election day was nevertheless elected to the assembly by almost seventy votes. He is not the only dead man slated for a high position. Jesus of Nazareth, though forever dead as a man, is God's choice for the future ruler of the world, as its spiritual ruler, and is even now taking its affairs into his hands.

Army All Ready to Fight Mobs

DISPATCHES from Washington state that the government's chemical warfare service has published a book giving instructions how gas warfare may be effectively made against mobs, even when the mobs contain women and children. Gas devices have been perfected for the protection of lone policemen against gangs of men. The weapon in the latter case is a gas billy. The object of these inventions is to temporarily incapacitate rather than to kill.

A City Where Nobody Works

IN THE state of Washington last year there were 40,000 accidents which resulted in an average of sixteen days of idleness to the worker involved. This represents about 2,500 workers in the one state permanently idle; and taken collectively, this would represent a city of 10,000 to 12,000 persons in which not one of the inhabitants does a stroke of work during the year. Surely it would seem that this large percentage of accidents should be reduced.

No Increase in Stock Exchange Seats

NEW YORK has been having phenomenal sales of stocks this past year. The sales have been so large and so frequent that the value of stock exchange seats has risen to nearly \$150,000. An effort was made to increase the membership from 1100 to 1125 but was defeated on a vote of 648 to 268. Those who are in wish to remain in and to keep the outs permanently out.

New York State Building a Great Reservoir

NEW YORK state is building in the foothills of the Adirondacks a great reservoir which when completed will be as large as Lake George. It will cost nine million dollars. It requires the removing of eleven thousand acres of forests, twenty-four cemeteries, sixty-eight miles of highway, seven miles of railway, and an amusement park. The object of the reservoir is to prevent the frequent flooding of portions of Troy, Albany and other Hudson river points.

The Empire State

TH E reason why New York is called the empire state is that it contains within itself all that would be necessary to make an empire. In the matter of canned goods it brings to the table corn, peas, tomatoes, pumpkins, beans, succotash, beets, oysters, peaches, berries, apples, rhubarb, pears, plums, milk and sauerkraut. In variety of canned products it excels, and the qualities are all that could be desired.

Where New York Excels

NEW YORK CITY excels along many lines. It produces sixty percent of all the clothing in the United States, sixty-seven percent of the millinery and seventy-five percent of the furs. Half of all the music of the country is printed here. Printing and publishing is one of the important industries of the city.

Omaha the Premier Butter City

IT COMES as a surprise to be told that more butter is made in Omaha than in any other city of the world. We would have supposed that that honor would be reserved for Elgin or Milwaukee, but Omaha claims the prize and ought to know. Just at present Nebraska is also aiming to occupy top position in the egg industry.

Last year the state produced 50,000,000 dozen of eggs besides shipping 2,011 carloads of poultry to market.

Florida Building Many Hotels

FLORIDA is caring for thousands of her Northern guests by the greatest era of hotel building ever known in history. Out of 151 hotels built in the United States in the month of October seventy-six were built in Florida. At that rate half of the new buildings going up in the United States are in Florida, and that may not be far wide of the mark.

Women Monopolize the Barbers

AT FORT BENNING, Georgia, where five hundred military officers are in training, it seems that the women so fully monopolized the barber shops that the officers-to-be could not get their hair cut in military fashion until a rule had been adopted that women must get their hair cut before 9.30 in the morning or take their chances along with the men.

140 Snakes in Two Hours

FROM Colorado comes the story of a woman who, attacked by rattlesnakes, killed 140 of them in a two-hour battle and emerged victor in the conflict without being bitten even once. Photographs taken by ranchers who visited the scene verify the truth of the story. The snakes attacked the woman as she dismounted from her horse to open a gate. Her three-year-old child witnessed the battle from her place on the horse's back.

Singular Explosion of a Meteor

THE Hysham, Montana, *Echo*, of October 22, 1925, reports that on Saturday evening, October 17, about five o'clock, a meteor to the west of Hysham exploded, leaving behind it the word "Jew" plainly written in the sky. The *Echo* declares that hundreds of people witnessed the strange sight and reported seeing the word. Attention is also being called to the falling from the sky of several meteors which seem to have been carefully made of charcoal iron, and indicate the possibility that some other planet is trying to communicate with us. The New York *Times* carries this latter story in the form of a letter from an English subscriber.

Perth Amboy's Sunday Law

PERTH AMBOY, N. J., still has on its statute books a law made in colonial days which forbids anybody in the city to go out walking on Sunday except on the way to and from church. But if you go to Perth Amboy on Sunday you find automobiles chasing up and down the streets as they do everywhere, and the usual number of stores, movie shows and other attractions in full blast. A recent check-up gave the police of Perth Amboy a total of several thousand violators of a law made in a day when it was positively dangerous to smile or whistle on Sunday. Now even the policemen smile.

Governor Pinchot on Prohibition

GOVERNOR PINCHOT, of Pennsylvania, in an address in Chicago, made the statement that "of sixty-one permittees in the Philadelphia district, each authorized to withdraw over 1,000 gallons of especially denatured alcohol each month, some as much as 15,000 gallons monthly, and altogether to withdraw 2,671,000 gallons a year, fifty-three were cited from one to three times for violations of law during the last twenty-six months, but of the sixty-one only fifteen have as yet been put out of business".

American People Too Athletic

THE *Journal of the American Medical Association* declares that the American people are shortening their lives by going in too strenuously for athletics. From the colleges it has spread to the high schools and even to the girls' schools. Tired business men who should rest wear themselves out by unusual exertions at golf or tennis. Motoring instead of a relaxation has become a marathon for speed and distance.

Doctor McEachern Lectures the Surgeons

AT THE session of the American College of Physicians and Surgeons in Philadelphia recently Doctor McEachern declared that "there are 30,000 untrained men in America who resort to the division of fees", that they have operated on the dying, on the incurable and on emergency cases, so that the cases might be kept from leaving the hospital; that in some cases patients have been transported a hundred miles because surgeons refused to treat them unless the money was forthcoming, and that in some instances

patients have been turned away after being bled of every penny they possessed. Doctor McEachern wants the surgeons to clean house, to refuse to split fees with anybody and, most of all, to refuse to perform operations that are unnecessary or useless.

Footprints Seven Feet Long

THE San Francisco *Examiner* reports that in the southern part of Alameda County, California, three footprints have been discovered each seven feet in length, outlining an enormous human foot in exact detail, impressed in what is now solid rock. The *Examiner* reminds its readers of the Indian traditions of beings who once lived in California and who were as tall as the trees. In our judgment these great beings were the giants that lived before the Flood, the combined offspring of the angels that kept not their first estate and the daughters of men; and we have not the least doubt that they existed, as frequent reports in our columns have shown.

Dog Turns in a Fire Alarm

AN INTELLIGENT Airedale dog, caught in a cottage that was ablaze, at Garden City, L. I., leaped on a table, upset the telephone and barked into it until the attention of the operator was attracted, and an investigation disclosed that the house was afire. The dog perished in the flames.

Birds Instinctively Locate Bermuda

A HUNDRED birds, blown 500 miles out to sea, landed in the rigging of a Greek vessel bound toward New York and remained there two days; but while still far out of sight of land, and at the point most favorable for their journey, they took wing and left for Bermuda. The question is, How did they know where the Bermudas were? The answer which merely says, Instinct, is no answer.

Our Sun a Variable Star

O WING to the fact that our sun is a variable star, and that for some unknown reason the last three years have been a period of low activity with decreased radiation, the impression grows among meteorologists and botanists that the next year or two will be unusually cold. It is even predicted by some that 1926 will be a year without a summer. Let us hope not.

Doctor Cadman Has Some Truth

IN ANSWER to a question, "If the doctrine of the immortality of the soul is a Bible doctrine, why is it not clearly and positively stated somewhere in the Bible?" Doctor Cadman, president of the Federal Council of Churches of Christ in America, stated truthfully, "It is not a Bible doctrine." Those who believe in the eternal torture theory would do well to think about this for a while. This ancient heresy has not a leg to stand upon and is gradually dying.

Dean Inge Goes Back on Hell Fire

DEAN INGE of the Church of England has gone back on Hell Fire. He now comes forward and gravely asserts what Bible Students have been proclaiming for fifty years; namely, that the fires of hell cannot be taken literally. He adds that not everybody will go to heaven. The Dean is making progress. In another generation he will be ready for the truth; namely, that the dead are dead and that their hope for the future lies wholly in a resurrection from the dead, the very hope that Christ's death on Calvary provided for them.

Silly Ideas About the Soul

A N ILLINOIS professor is accredited with the observation that girl babies show signs of possessing a soul at eighteen months, while boy babies have none until they are thirty months. So thoroughly is this soul foolishness instilled into humanity that even a well-read professor does not know that the word soul simply means being, existence; and that every creature in existence, from an angle worm to an elephant, is a soul, not *has* a soul but *is* a soul; and that every baby is included in the list from the time it draws its first independent breath.

Ruins of Capernaum Found

RECENT dispatches from Palestine seem to indicate that the ancient city of Capernaum has been found. A synagogue in fine condition has been uncovered, possibly the very one in which Christ preached. It is believed that Capernaum was destroyed by an earthquake. It will be remembered that Christ declared that Capernaum would be cast down to hell; i. e., to the death state, be destroyed.

A New Railway Record

A NEW record for high speed on railways was made during the 1925 annual convention of the International Brotherhood of Locomotive Firemen and Enginemen at Detroit. The official time of the delegates' train was 198 minutes for the 224 miles from Windsor, Ont., to Victoria Park, Niagara Falls, an average speed of 67.88 miles an hour.

A Record Run in Canada

THE new oil electric cars of the Canadian National Railway have made the 2937 mile run from Montreal to Vancouver in a little less than sixty-seven hours. For running the same distance, from Utica, New York, to Los Angeles, the time of the fastest American trains is about eighty-eight hours.

Fast Time from Detroit to Mineola

A N AMERICAN aviator recently made the trip from Detroit to Mineola, L. I., 550 miles, in three hours and twenty minutes. Airplane speeds continue to increase. Over 300 miles have been made in one hour. The world is becoming smaller. The oceans are becoming ponds. It will not be many years, at present rates of increased speed, before one can reach Europe in less than a day.

The White Way of the Aviators

THE white way of the postal aviators is about ten miles wide across the United States. In the center of the way, every ten or fifteen miles, revolving searchlights throw their brilliant rays of light far out, so that to the aviators speeding with their cargo of mail through the darkness they must look like gigantic pinwheels. On the edges of the lighted way are beacon lights stationed on hill tops, the object of these being to show the edges of the road. The landing fields are near the revolving searchlights. Along the edges of these fields are small lights pointed upwards, with red lights in the corners.

Concrete Houses in a Day

A T PHILIPSBURG, N. J., they have forms all ready; and if you have the money, which is somewhere around \$10,000, you can get a very beautiful solid concrete house poured for you

in one day. Of course it will take a little longer than that to dry it out and decorate it inside and out; but the sample house is a beauty, one which anybody would be glad to have. The interior finish is of the new and valuable sugar-cane composition and makes a beautiful appearance.

A Tree Seven Thousand Years Old

AS FAR as known there is but one object now living on the face of the earth that was living on the day when the Lord breathed into Adam's nostrils the breath of life. That thing is the giant redwood recently discovered in a secluded valley near Requa, California. The tree in question has a circumference of 125 feet 7 inches, is 329 feet high, and is estimated to be nearly 7000 years old. An automobile highway will be made to bring the tree within reach of tourists.

Sleepy Hollow Up to Date

THE New York Times has a story of a town in Switzerland where the school teacher fell asleep at his desk and the pupils went home. A school inspector came in, sat down to wait for the teacher to wake, and fell asleep himself. The teacher awoke and stepped softly out of the room. The janitor came and locked the inspector in, who escaped an hour later only by making a racket that disturbed the whole village.

Earth Bombarded by Strange Rays

DR. R. A. MILLIKAN of the California Institute of Technology has interested scientific men by announcing the discovery at ten miles above the earth of a new series of waves, shorter than X-rays, which bombard the earth constantly on all sides. They come from outer space. They were discovered by means of scientific balloons sent up for the purpose.

Measuring the Speed of Light

AT THE same time that Dr. Millikan interested his fellow scientists by announcement of the discovery of rays stronger than the X-rays and a thousand times greater in frequency, able to pass through six feet of solid lead, which come to our earth from the outside, and which would kill us all if there were enough of them, another scientist, over a carefully measured course of twenty-two miles between mountain

tops in California, has measured the speed of light with greater accuracy than heretofore, by means of an arc light and an eight-sided mirror revolving at the rate of 530 revolutions per second.

New Foods Are Coming

THE Farm Journal tells us of the many new and wonderful fruits of which we are soon to partake. It will not be long before we shall have zarda melons, ilamas, marangs, mangosteens, bamboo roots, paradisiaca plaintains, itzamnus, roselle jelly, palm tree potatoes, a new kind of peach from Africa that grows in bunches, jujube dates and many other absolutely new foods. Uncle Sam's experts are scouring the world, looking for new things for American farmers to grow; and the climate here is so varied that anything that will grow anywhere will grow somewhere here.

Fiji's Business Men Play Golf

NINETY years ago, when the Fiji Islanders wanted to have a real good time they had a barbecue of what they called long pig. If it chanced that one of the two-legged pigs was a native and the other a sailor or a missionary, then they had a choice of light or dark meat. But now we read that the tired Fiji business man plays golf for relaxation, and that American cars are one of the regular importations of the islands.

American Cash Impresses Rome

AMERICA had only one cardinal but a few years ago. Now it has four and will shortly have a fifth. Moreover, when the pope wanted to build some new college buildings in Rome, he borrowed the necessary million and a half from bankers here in New York, where he got it for less than five percent. In Italy they wanted to charge him eight.

No Such Thing as Liberty

MUSSOLINI tells us that there is no such things as liberty; that those who call out for it display their ignorance of the mechanism of government; that violence is all right, though it should be timely and chivalrous. One of these times somebody may take Mussolini at his word, and make him the target for the violence he so much loves. Such things have happened.

How Elections are Conducted in Italy

TWO days before election in Italy a circular letter of the Mussolini administration enjoined all employes of the postal, telegraph and telephone systems to vote the government ticket on pain of dismissal. In Allesandria della Rocco a police commissioner appeared before the municipal authorities and threatened to return on the day after election with fifty Fascists and crush the skull of every one not voting the Fascist ticket. In many cities rival candidates were forced to leave town. Priests were forced to do electioneering at the point of the gun. On the first eight days of 1925 one hundred newspapers were suppressed.

Journalism in Hungary

JOURNALISM in Hungary is not safe. Two journalists discovered the murderers of one Erzberger, living in the country home of a prominent member of the Hungarian government. They reported the facts to the police. The police did nothing. Then the journalists published the facts in their paper. Nothing was done with the murderers, who were permitted to go elsewhere; but the journalists were arrested and sentenced for libel. This information comes from Peter Agoston, late professor of the University of Budapest.

Administering Justice in India

IN INDIA police officers are allowed to open the mail of private individuals, for the purpose of fishing for evidence. Arrests are often made in advance of evidence. When no evidence is obtainable, the person arrested is released without any expression of regret or any compensation in any form.

What He Neglected to State

THE Mr. Fortescue, whose stories of American history are running in the London *Times*, forgot something. He did say that Virginia was peopled chiefly by criminals, that Carolina was a refuge for the rascality of the earth and that New England was settled by sour and narrow fanatics who prated about liberty and desired liberty to persecute; but he neglected to state that all these citizens came from the British Isles and represented the cream of the country at that. It is said that Mr.

Fortescue receives less compensation in England as a historian than he could make in this country as a bootblack. Come over here with the rest of the royalty, Mr. Fortescue, and we will get each of you a job as a bootblack, and all will be forgiven.

British Coins Have Sharpest Designs

THE British claim that their coins have the sharpest-cut designs of any coins in use, and this would seem to be substantiated by the facts. The claim is made that at the British mint, on Tower Hill, London, there are the best craftsmen on coins to be found in the whole world. At this mint as many as seven million coins are minted in a week.

What British Cooperative Societies Are Doing

BRITISH cooperative societies did a business last year of two hundred million dollars. They have their own flour mills and their own steamships. They own tea plantations in India and Ceylon, and fruit-buying depots in Greece and Turkey. One of the Scottish cooperative societies owns wheat fields and mills in Canada.

America's Drain on Canada's Strength

A WRITER in the London *Daily News* calls attention to the fact that Canada is a country three thousand miles long and two hundred wide, open to the United States throughout its length, using four times the American goods that she does of British manufacture, and parting with something like 150,000 of her most ambitious young men every year in response to the lure from across the line. Moreover, the holdings of American capital in Canada's leading industries are more than three times the amount of British holdings. The great plains of western Canada are not attractive to British immigrants, and the small immigration into those districts is less from the British Isles than it is from foreign countries.

France in Bad Shape

DUDLEY FIELD MALONE, former Collector of the Port of New York, reports that France is in bad shape. The franc is going lower and lower all the time, and the only solution is another dictatorship, of which the world already has too many. He thinks that America should

cancel all European debts to this country, regardless of how unwisely the money borrowed has been used. He thinks, rightly, that America is exasperated because American funds have been used for war purposes and have even been loaned by France to other nations with the same end in view.

The Ravages of Malaria

AN ENGLISH physician who made a study of malaria in Persia in 1924 found one village where the oldest inhabitant was forty-five years of age and where the whole population was subject to malarial fevers. In the World War, in the Balkans, it is estimated that twenty men died of malaria to one killed in battle. It is now believed that this is the scourge which often ravished armies in Old Testament times.

Soviets Refuse Admission of Bible

IN THE annual report of the British and Foreign Bible Society it is pointed out that all attempts to get the Bible into Russia have failed, as the Soviet government has forbidden its importation. However, four million copies went into China and six million copies to other lands. The Society issues Bibles or parts of Bibles in 572 languages.

Jewish Farmers Want Express Service

THE Jewish farmers on the plain of Esdrælon, formerly Armageddon, have a complaint. The narrow gauge railroad that carries their milk and vegetables to Damascus and Tel Aviv is too slow, and they want a regular full gauge railroad with express service and all the trimmings that go with it. Over a million dönams of land are now owned by Jews in Palestine.

The Discovery of Ashtaroth

IT IS with a thrill of pleasure that lovers of the Bible learn that the archaeological expedition of the University of Pennsylvania in the Holy Land has uncovered the actual temple of Ashtaroth in which the armor of King Saul was hung by the Philistines after the battle in Gilboa. Eight periods of civilization, represented by as many foundations, were dug through before the original temple was uncovered. The temple was destroyed by King David.

Where Evolution Came From

THE director general of all Buddhist missions has been in Denver recently. While he was there he made one statement about Buddha that is quite likely the truth. He said of Buddha, "He rejected the theory of a creator and originated the theory of evolution." Buddha saw plainly that he must reject one if he accepted the other.

Sark's First Motor Car

SARK is one of the Channel Islands, one of the smallest of them. In May of last year the new physician for the island landed an automobile. But the Sarkese had heard of motor cars, and it cost the doctor a fine of \$10 to get his car to his house; for motor cars are not permitted in Sark. The doctor now uses the car for electric lighting his residence, for charging accumulators and for giving electrical treatment to his patients, but he is forbidden to use it on the streets. Probably within five years there will be a hundred or more motor cars in Sark.

Riff Tongues and Ears on Bayonets

THE London *Daily News* declares that in one of their triumphal marches through Tetuan, Morocco, the Spanish Foreign Legion marched through the decorated streets, in the presence of General Primo de Rivera himself, with the ears and tongues of their Riffian enemies threaded on the points of their bayonets. The Spaniards are considered Christians and the Riffs are considered savages.

Mineral Deposits Near the Dead Sea

THE establishment of orderly government in Palestine is causing the rapid development of its mineral resources. In the Dead Sea there are vast deposits of potash, now worth \$25 to \$30 per ton, and in the vicinity are coal, copper, sulphur, asphalt and the oil deposits which were evidently used in setting fire to Sodom and Gomorrah. It was a very easy matter for the angels entrusted with the destruction of these cities to bring on a tornado which scooped up some of the petroleum now in the vicinity, set fire to it by lightning and then distribute it over the doomed cities. Pottery has been found in the vicinity which gives evidence of having been subjected to intense heat since it was first baked.

Egypt Becoming a New Country

THE New York Times tells us that Egypt is becoming a new country. It is so celebrated for its antiquities that one can hardly realize that the country is now growing rapidly in population, having already 14,000,000 inhabitants, and is becoming a manufacturing nation instead of a purely agricultural people. Textiles, brass-work and inlaid goods, in which ivory plays an important part, are among the principal products. The Times says that the Sphinx is cracking and steps are being taken to fix it up. Well! It is time the Sphinx began to show signs of age; for it is known to have stood where it is for at least three thousand years, and possibly longer.

What Happened on October First

THE thing that actually happened on the first day of October, 1925, is that on that day the Turks called to colors four classes of young men; namely, those from twenty-two to twenty-five years of age. This indicates that the Turks mean what they say—that they will not give up Mosul without bloodshed. There is in this Turkish-British situation all the possibilities of a new world war. In this case the waters are troubled because there is oil beneath. Britain has sent a large fleet to Turkish waters.

The Hope of Peace

SIR PHILIP GIBBS, in his book, "The Soul of War," written in 1915, declared:

There will be no hope of peace until the peoples of the world recognize their brotherhood and refuse to be led to the shambles for mutual massacre. If there is no hope of that . . . then all the ideals of men striving for the progress of mankind, all the dreams of poets and the sacrifice of scientists are utterly vain and foolish, and pious men should pray God to touch this planet with a star and end the folly of it all.

It took courage for Sir Philip to utter these words in 1915, while his country was at war. They indicate clear vision.

Results of the Damascus Slaughter

AS A result of the slaughter in Damascus, the Mohammedans are circulating from Western Africa to Eastern Asia literature declaring that the hour of liberation of North Africa and Arabia from the yoke of the French, English, and Italian oppressors is near at hand.

That a great uprising of the colored races against the whites is impending seems to be the opinion of many able thinkers. Village after village has revolted in the area controlled by the French.

Damascus and the League

THE Chicago Tribune says: "The shooting up of Damascus and the subjection of the Syrians to exploitation, with frightfulness as its means of procedure, is in perfect accord with the League method of governing the world for the profit of its governors. The League goes after oil and trade with the brutality of any old imperialist, and the pacifists call it peace and uplift." The dark-skinned nations are now proposing a league of their own.

What Was Saved at Smyrna

BISHOP BLAKE of the Methodist Episcopal Church, in an article in the *Western Christian Advocate*, referring to the sacking of Smyrna by the Turks, at which time 100,000 people were put to death, says:

"The American consulate was burned. The American Y. M. C. A. was burned. The main building of the American school for girls was burned, and the American school for boys was looted. No effort was made to save these properties. But a company of American sailors was landed to protect the plant of the Standard Oil Company, and that was the only American property of any importance within a mile of Smyrna that was saved."

France's Grotesque Imitation of Barbarity

REFERRING to France's parade of corpses through the city of Damascus on camels' backs, and the subsequent laying of them out for public inspection, the London Times calls the whole matter a "grotesque imitation of the barbarity of primitive peoples". General Sarrail has been recalled, but the damage has been done, and a bitter spirit against France prevails all over the Moslem world. The French people themselves are ashamed of the whole business. This is what the worship of militarism is likely to do to any people. Because the French have persisted in pursuing the arts of war when they should have given their time and strength to paying their debts and rehabilitating themselves in the financial world, they are today largely cut off from the sympathies of civilized and uncivilized humanity.

Pros and Cons About Western Canada

MR. BOGARD'S interesting article on Western Canada, and the criticism of it which appeared from the pen of Mr. Bilash, have aroused several of our subscribers. One of them writes as follows:

Criticism of Mr. Bogard's article on Western Canada has jarred me loose, and I must write something. I for one was entirely satisfied with his article. I also have spent twenty years in Western Canada and would like to express myself about it. It is a great country and has a great future. There is nothing seriously wrong with the climate either, as compared with other parts of the world. However, it needs alteration, and I doubt whether the country will amount to much until Christ takes control.

I was born and brought up in Sweden, and got some of the bright literature about Canada and its free lands which both Mr. Bogard and Mr. Bilash have mentioned. When I was twenty years of age, now twenty-two years ago, I came to Canada; and my near relatives are still there. It is not easy to get away from Canada; i.e., after you are tied up with mortgages. Ninety percent of the farmers are in debt. They have a good crop this year, which will revive their courage and help to bring in some fresh immigration from England and the continent of Europe; but, in my opinion, without this steady flow of the most precious of materials (human labor) the golf-players and retired farmers of Canada would be lonesome, to say nothing of the ruling giant or giants that have the country in their grasp.

Another subscriber writes:

I have read quite a few articles about Western Canada, but I have never seen a more truthful description of it than Mr. Bogard has presented. I should say that

seventy-five percent leave during the first three years. This is not imagination; for I was secretary-treasurer of a school district for years, and know that most of the homesteads changed hands five or six times, by being thrown back on the government's hands.

Most of the Polish and Russian settlers succeed, but for the first fifteen or twenty years they live or exist in a way in which no other people could. For instance, a son of a Russian settler whose father is now quite well to do, stopped at my place for the night. The next morning I asked him how he had slept, and he told me that this was the first night he had ever slept in a real bed. And it was only a cheap spring and mattress, because I could not afford much myself.

Mr. Bogard, in his rebuttal, contents himself with citing the following paragraph from GOLDEN AGE No. 134, wherein a correspondent writes of a trip through a certain section of Southern Alberta and says:

There had been no crops year after year, and only ten percent of the farms were inhabited. I traveled for twenty-five miles at a stretch with houses on both sides of the road without an inhabitant. I never could have believed such exists had I not seen it myself.

On the same page is quoted a newspaper despatch from Shuanavon, Saskatchewan, concerning a trip of a local barrister:

Conditions in Southern Alberta are reported as being most pitiable, fields being absolutely without a sign of vegetation for scores of miles. A procession of caravans was seen at different points, farmers pulling out to seek new homes in Northern Alberta or in the United States. Others were moving but had no particular destination.

Ferocious Dogs in Southern California By Mrs. Cora Wise

[A subscriber sends us a clipping of the killing in San Diego of a pack of fourteen half-coyote and half-collie wolf-dogs, and then writes the following about her own experiences:]

Nearly everyone here has one or several pet dogs; and among the favorites are the vicious German police, Airedale and English bull terrier. The breeding and selling of dogs is a flourishing business in this part of the country. I am very fond of dogs and all kinds of animals, but not the vicious kind.

My worst dog experiences all happened in the city of Los Angeles, where two collies, one Airedale and one bull terrier jumped at me, while canvassing. So often, on the gates one is met with the sign, "Beware of the Dog." And in-

deed, you had better beware; for sometimes they are regular man-eaters. In one instance where this sign appeared on the gate, I looked through and, seeing the dog chained, ventured inside. Such a commotion! I could not tell you the breed of dog, but I would call him the Large-and-Ferocious. Seemingly his only desire in life, at that moment was to tear me to fragments. Soon an agitated woman appeared and said: "Lady, get outside quickly, or the dog will make mince-meat out of you." "But," I protested, "the dog is tied." "But," she an-

swered, "the dog often slips his collar." Then I noticed a peculiar movement of the dog's front paw, shoving at his collar, and I decided not to linger or tarry to argue the matter further.

Double Blooming of Choke-Cherries *By Mrs. J. H. Lough*

WE HAD read in THE GOLDEN AGE items regarding several strange things, such as flowers and trees in bloom at unusual times of the year, but had never seen any such things prior to Thursday, October 8th, 1925. While getting hay from the hay field we found choke-cherry bushes covered with blooms and buds. We sent a spray to The First National Bank here, and they put it into the window on display.

We had our first snowstorm here in Nebraska that day also. There was over an inch of snow, which melted before evening. It certainly was strange to find these tiny blossoms pro-

truding out of the snow and at this time of the year, as they generally are through blooming the first part of May. I am sorry a spray could not have been mailed to you, for they were so dainty and so much smaller than the spring clusters. Each one was so perfect, and the perfume so much stronger than on the spring flowers. But they were completely ruined by the heavy frost we had that night. I am glad I saw them and to know that such "miracles" can and do happen.

[If these trees are watched next spring we think it will be found that the branches which bore blossoms this fall will have none in May.—Ed.]

Scotland Turning to Socialism

WE HAVE before us a letter sent out by The Scottish Industrial Union which, according to its letterhead, was "in cooperation with kindred associations, instituted in 1921 to oppose the Socialistic and Bolshevik propaganda of the Labor Party in Scotland, and to resist nationalization and state control over industry and commerce". The letter was sent to a Scottish employer of labor, who thought we might like to see it.

As the honorable presidents of this industrial union there are three Earls, two Lords, three Baronets, three Squires, and a Lieutenant-Colonel, with a backing of twenty-four of what are probably the largest corpora-

tions in Scotland. Plainly the Union is worried; for it says in part:

Although the Socialist party was defeated at the general election it is very significant that it greatly increased its vote throughout the country, polling nearly five and a half million votes, or approximately one-third of the total votes cast in the election.

The Union encloses a folder making an appeal for funds, and its opening sentences show what it fears:

To Business Men: In 1924 over 5,000,000 voted against the Capitalist System. This year 1000 meetings are held weekly against Private Trading. DOES THIS MEAN NOTHING TO YOU? LISTEN! SOCIALISM IS AGAINST YOUR TRADING FOR PRIVATE PROFIT.

A Superior Deep-Breathing Method *By H. Sillaway*

STAND perfectly erect, with hands hanging straight, with the sides and shoulders normal. Throwing back the shoulders would pitch the head forward; so do not do it. Inhale slowly to the full capacity of the lungs. While inhaling push down with the hands as though trying to reach something just below the finger tips. Hold breath for a moment, then slowly exhale. Take

two or three normal breaths; then repeat for six or eight times, or more.

This method was recommended by a physician many years ago, and no other method suggested since equals it for perfect chest development. By this method the shoulders are properly placed and the head and neck are perfectly lined up with the body.

Why Two Million Children Fail

BECAUSE two million mothers feed their children white denatured bread, from which bran and nucleus have been removed, and feed them mashed potatoes from which the skins have been removed, and white rice from which the bran has been removed, and beans which have been robbed of their mineral contents, two million school children in the United States fail to pass out of the first grade into the second

every year, according to statistics before us.

As a result of these imperfect foods the children have decayed teeth, infected tonsils, expanding adenoids, defective vision, defective mentality and defective physical structure generally. The mothers do not mean to put their children back a year and undermine their constitutions. They have not been taught right. The people perish for lack of knowledge.

Whole Wheat Bread Without Yeast *By Mrs. N. M. Weaver*

THE GOLDEN AGE is trying to interest its readers in everything good. Among these things is food. In THE GOLDEN AGE No. 150 is an excellent recipe for whole-wheat bread made with yeast. We now give one which is not made with yeast:

Three cups graham flour,
One tablespoonful baking powder,
One teaspoonful table salt,
One teaspoonful baking soda stirred thoroughly into one pint of thick milk.

Make a stiff batter of the whole and form into biscuits. Bake about twenty-five minutes.

Kleinhans' Whole-Wheat Recipe Revised

Two cups scalded milk,
One tablespoon crisco, dissolved,
Five tablespoons brown sugar,
One tablespoon salt in hot milk.
Add two cups cold water. Dissolve two yeast cakes

in some of the liquid, add them, and then mix in twelve cups whole wheat flour. Let rise until double the height. Put in pans half-full and let rise full. Bake three-quarters of an hour. Set it in the morning for best results.

Whole Wheat Pudding *By George E. Blake*

THIS whole wheat pudding is so good that I must give it to you. It was cut from the Boston Globe:

2 cups whole wheat flour, 1 teaspoon soda, $\frac{1}{2}$ teaspoon salt, 1 cup milk, $\frac{1}{2}$ cup molasses, 1 cup finely ground raw apple with the skin (cut in small pieces

and put through a food chopper). Sift soda and salt with flour; add milk, molasses and chopped apple.

Bake in a moderate oven. Serve hot with whipped cream, hard sauce or butter.

There are no eggs nor shortening in this recipe. The batter will be soft, but whole wheat flour absorbs a great deal of moisture.

Child Training by Bachelors *By Mrs. O. R. Moyle*

THIS following is in reference to the article by J. A. Bohnet, in THE GOLDEN AGE, Number 150, on "Handling the Kiddies", to answer the question, "What does an old bachelor know about handling children?" Much will depend on what is meant by handling. This worthy old bachelor handled the first two cases he cited much as the Tea Pot Dome case was handled and as Prohibition is being handled by the State Department.

A Christian parent, using the spirit of a sound mind, will not use bribery to obtain any end.

Disobedience is developed in children by one of three methods:

1. Threatening to punish a child for disobedience and then failing to do so.
2. Neglecting through parental pride to discipline children before others. "Johnny is such a darling; he is so cute; he does not know any

better; his mother's little treasure." Therefore Johnny is allowed to disturb the meeting, just to show him off.

3. Bribing a child to do right. Invariably the child will learn to exact a larger bribe each time.

The first two instances mentioned by the old bachelor fall under method number three, and are very wrong; they should have no place in a parent's work of training a child to be pleasing to the Lord.

The third instance, that of putting the baby's head under the spigot to quiet it, is amusing. But it furnished me with a good suggestion. The next time this "old bachelor" is entertained in my home and annoys me by opening all the windows and doors in freezing weather, and insists on getting to the meeting place an hour or two before time, I shall turn the hose on him. I hope the result will be as satisfactory as it was with the little baby he mentioned.

Hundreds and hundreds of mothers know enough to give their children plenty of fresh water and not to burden them with overmuch

clothing. Doubtless they have been so busy trying to get others to do the same that they find no time to brag about it in the magazines.

Instance four, Sir Bachelor, is where we mothers have a good laugh at your expense. Ten teaspoons of water at one time to a two months' old baby! Even the baby saw the joke and smiled. O you bachelor! If you expect to be any help to mothers, get yourself any one of the scores of books on child training (not a book on medicine; modern mothers do not study medicine) and read it thoroughly. Then borrow a baby and care for it fifteen hours a day for three hundred and sixty-five days. By that time you will be able to read again the article you have written and smile.

To the readers of THE GOLDEN AGE: Do not think that I would uphold any mother for allowing her children to be a disturbance. Far from it. We parents must remember the scripture which says: "Obedience is better than sacrifice." But I sincerely hope that no one will try to handle a child by following the old bachelor's advice.

Bachelor Training of Children Admired *By Frederic Thieret (Bachelor)*

THE October 21st issue of THE GOLDEN AGE was received today; and the first article I read was entitled "Handling the Kiddies". Every word of it appeals to me as sound and good judgment, merely emphasizing how thoughtless we are in some of the smaller matters associated with handling children, and thus causing unnecessary anxiety and unpleasantness. I have often felt that the rearing of a boy

should be the father's joy, and he should regard it as a pleasure.

We have a boy next door who is seemingly rude and unruly; and it has been a revelation to note how good words and encouragement along proper lines help to bring forth from a young man otherwise undesirable, the grandest of traits, making him willing and eager to obey.

The Strings of the Violin *By Robert E. Armstrong*

OF ALL the instruments of music ever perfected the violin ranks first. It is easily the queen of the orchestra. Within its bosom are the pathos of sorrow, the glad note of joy, the burning heat of desire, the soft melody of love, the wail of distress. In the hands of a master the violin is a voice, speaking the hopes, the aspirations, the fears and the conflicts of the human soul. Only the human voice has the freedom of expression to be found in the violin.

These lives of ours are violins giving forth music, sometimes discordant, sometimes full of

melody. It makes all the difference in the world who draws forth the notes. If the master's hand is upon the instrument the notes are sweet and musical. If lesser hands touch the strings, the notes are not so sweet nor so full of music.

Four strings upon the violin produce the medium for the music. As these strings are touched by the finger and the bow, there is drawn from within the violin the notes that reflect the heart and soul of the player. The more the man is master of his instrument, the more that instrument speaks the soul of the man. In the

master's hands the violin becomes a living thing, animate with the spirit and the soul of the master. These four strings become vocal chords uttering in choicest language the feelings of the heart.

The first of these four strings, to commence at the right, is the E. Upon it are played the higher notes, those long runs that climb up higher and higher like birds seeking high heaven. The E string vibrates with the more joyous music. It is full of energy and life. The dancing fairies and the whispering winds find their tongue in this little thread. Upon it are produced the rustling of the leaves of trees in the forest, the music of the falling waters, the whisper of the angels. Upon it are produced the stirring calls to life and energy, the upward push and surge, the aspirations of the soul.

Is there an E string to this instrument which we call life? I find that there is. It is FAITH. Faith is the string that draws forth from within us those high aspiring notes that draw us onward and upward. Faith is the string upon which the music of life and energy is played. When faith is broken, only the lower registry of the instrument is of use. The whispering of trees, the babbling of brooks, the twitter of birds, give way to the somberness of the other strings of the instrument. Faith is the E string upon which the very highest hopes may find expression, through which the deepest desires of the soul can find their utterance.

The A string comes next. It is a strong string which gives forth a beautifully melodious tone. Whereas the E string often breaks, the A string seldom does. Upon it is played much of the sweet melody, the body of the song. The strong martial notes find their finest response coming from the A string. One feels a strength and sureness there, a dependability. One can even use the A string in the case of an emergency to fulfil part, at least, of the mission of the E string. One cannot soar quite so high, nor be quite so jubilant, but the faithful A string gives of its best, and without it the E string would be of little use.

There is an A string on this instrument we call life. It is the STRING OF SERVICE, to bring the melody and the harmony into life. Faith is of little use without service. Faith depends upon service to keep it sweet and strong, as in the words of the hymn:

In work that keeps faith sweet and strong.

It is service that makes life sing with a quiet melody that speaks of inner peace. It is service that enriches all of the higher string.

The next string of the violin is D, still stronger, seldom breaking, giving resonance and power to the tones of the violin. It is the D string that gives most towards body and richness of tone for the instrument. Upon it may be played the deeper melodies of life. Upon it is usually played the quieter lullaby of the mother. There is not the flexibility to the D string that there is to the A or the E; but there is a strength and a depth of tone that make a most important contribution to the richness and the beauty of the music.

The D string of the instrument of life is FRIENDSHIP; not a sham or superficial type of friendship, but the real friendship that binds heart to heart and purpose to purpose, strong as steel and seldom breaking. Friendship gives resonance and power to the tones of life. The man who has no friends lacks depth and power. His instrument of life is a shell giving forth only a dry, cracked sound. The strength of the D string is gone. The richness of tone is lacking. Even the tenderer notes of the quiet songs of love are missing. The instrument of life is not complete without the D of FRIENDSHIP.

The fourth string is G, which is unlike its fellows, in that it is wound with silver wire. The G string gives us the background and the depth to the tones of the violin. A master often plays his violin without the E string. I have never heard a man attempt to play without the G string. The beauty and tone of the instrument depends in large measure upon the background formed by the G string. Even when not actually played upon it is giving a contribution to the music in the sympathetic undertones produced when other strings are used. The master knows the value of playing accurately in order to produce the full value of those undertones which come in largest measure from the G string.

What is the G string of this instrument of life? It is GOD. God is the background of life, the Giver of depth and tones of life. Without God we lose the richness of the undertone, those echoing notes reflecting the fulness of divinity. Without God the other strings of life are flat and valueless. The beauty and tone of life depend upon God. When the instrument of life is

rightly used God speaks in every tone that is played. The G string of our being vibrates in response to the tones of the D and the A and the E.

So we have the four strings of the violin covering all the range of the human experience, upon which one can bring forth the full language of the soul. But one string alone upon the instrument is not of much use. Each string contributes to the full value of the other three. Each string has its specific as well as contributing value.

Energy and life are good. But energy and life are much stronger and better when braced by service and friendship based upon God. God is powerful. But God does not perform His work here without His children to help Him. He depends upon the full-toned instrument.

Once in a while the musician finds a defective string upon his instrument. It cannot be rightly tuned. It gives a jarring note. It fails to harmonize with the other strings. That string is cast aside. So it must be with every string upon the instrument of life that does not harmonize with faith, friendship, service, and God. The false string will spoil the beauty and tone of all the other three strings. If we would have the rich full tone of life we must see that our instrument is strung with true strings, free from the harsh and jarring notes of insincerity.

Of course there are various kinds of violins. The Stradivarius, the Amati, are instruments of almost perfect form and beauty. One pays thousands of dollars for instruments of that kind. But one can pay five dollars and get an imitation of them. Not all violins have the same value.

We see about us these instruments of life, some rare and rich, others cheap and apparently valueless. The instruments are not all the same. Even instruments of the same value give forth different sounds. The Amati may bring the same price as the Stradivarius, but the tone will be different.

Yet, put a poor instrument into the hands of a master and the rarest tones will issue forth. But let the finest instrument be placed in the hands of a novice, and it will sound like mail order product. The passengers of an ocean liner were harassed by the screechings and wailings of a violin in the hands of an unskilled player in the steerage. One day a man went down to the steerage deck, took the cheap instrument in his hands, adjusted a string or two, and placed the violin under his chin. Ah! the soul of an artist spoke then from the despised instrument, which brought tears to the eyes of those who stood by. Ole Bull was a master.

All of us are potential Stradivarii. Let the Master adjust the sound post, put on new strings; and though we consider this instrument of life of the very meanest order, yet there will issue forth such strains of harmony and melody as we have never before dreamed of. The E string of *faith* will tingle with energy and joy; the A string of *service* will reach out with appealing melody; the D string of *friendship* will clasp men closer to us, while the G string of *Jehovah* will reverberate and bind all melody together with the harmony of the music of the angels.

It needs only the hand of the Master to draw out the sweetest, finest and grandest of melodies which are contained within these instruments of our lives.

Catholic Missions in China

WE HAVE before us a copy of *Our Missions*, a journal devoted to Catholic missions in the interior of China. A photograph shows a group composed of Bishop Buddenbrook and eight missionaries and reveals the fact that in the Far East Catholic priests do not shave. All have full beards, which make them look strange. The article states that a journey of 150 miles by cart in the interior of China costs \$65.00. The progress is seldom more than two miles an hour. At night the traveler and his mule occupy

the same room with some Chinese family. The "father" who writes the article says naively:

The Christians received medals, rosaries, and holy pictures, which I brought with me; and behold, the mission is now in full progress! As my supply of religious articles is at present exhausted, I trust some generous reader is in a position to renew the supply; for these articles of devotion are a very useful and indispensable aid to the missionary. They are necessary to supplant the superstitious amulet of the natives; and besides, they bring God's grace and blessing.

St. Peter's Keys

[Radiocast from Watchtower WBBR on a wave length of 272.6 meters, by Judge Rutherford.]

ON THE same occasion when our Lord said to Peter: "Upon this rock I will build my church," etc., He also said: "And I will give unto thee the keys of the kingdom of heaven: and whatsoever thou shalt bind on earth, shall be bound in heaven; and whatsoever thou shalt loose on earth, shall be loosed in heaven."—Matthew 16:18, 19.

There are millions of good honest Catholics who in all good conscience believe that this scripture means that St. Peter was by these words of the Lord given supreme authority over the church; that the pope of Rome is the successor of St. Peter; and that therefore the pope of Rome is the supreme ruler over the church.

Commenting upon this text the distinguished and venerable Cardinal Gibbons, in his book "The Faith of Our Fathers", on page 97 says:

When He [the Lord] says to Peter: "I will give to thee the keys," etc., He evidently means: I will give the supreme authority over My church, which is the citadel of faith, My earthly Jerusalem. Thou and thy successors shall be My visible representatives to the end of time.

And again the same authority on page 105, paragraph two, says:

Whatever privileges, therefore, were conferred on Peter which may be considered essential to the government of the Church are inherited by the Bishops of Rome, as successors of the Prince of the Apostles; just as the constitutional powers given to George Washington have devolved on the present incumbent of the Presidential chair.

But did the Lord by the words in the text quoted mean that He would give St. Peter the supreme authority over the church? The Scriptures make it quite plain that such was not the purpose and intention of the Lord. His words: "I will give unto thee the keys of the kingdom of heaven" etc., without doubt relate to a knowledge of the divine plan for the development of the kingdom of heaven.

The words "kingdom of heaven" apply primarily to the royal family of heaven, of which Christ Jesus is the Head, and of which St. Peter is a part.

The Lord at all times spoke to the disciples in parables and dark sayings. He often spoke of the kingdom of heaven, and in each instance He used a parable. In Mark 4:33, 34 we read:

"And with many such parables spake he the word unto them, as they were able to hear it. But without a parable spake he not unto them."

Now what was the purpose of this? The answer is found in Matthew 13:34, 35: "And without a parable spake he not unto them; that it might be fulfilled which was spoken by the prophet, saying, I will open my mouth in parables; I will utter things which have been kept secret from the foundation of the world."

The things pertaining to the kingdom of God were entirely a mystery from ages and ages, and first began to be made known unto the apostles. This is made clear by the words of St. Paul in Colossians 1:26 and 27: "Even the mystery which hath been hid from ages and from generations, but now is made manifest to his saints: to whom God would make known what is the riches of the glory of this mystery among the Gentiles; which is Christ in you, the hope of glory."

Not even the disciples understood the meaning of the kingdom of heaven until Pentecost, when they were given the holy spirit. There is where the saints began to understand.

The word key in our text does not represent supreme authority, but it does represent the means of opening or closing that which is locked. The secret of God concerning His heavenly kingdom was locked, as we have seen from these scriptures preceding. No one could understand the Lord's words unless by His permission. What the Lord Jesus meant by the use of the word "keys" may be better understood by His own words expressed on another occasion when He addressed the Pharisees, who were the doctors of the law.

The Pharisees constituted the clergy of Jesus' time. They were lawyers in this sense, that it was their duty and obligation to daily read the law to the people. (Leviticus 10:11; Malachi 2:7) These clergymen, or doctors of the law, neglected their duty. They ignored the law of God and taught their own wisdom, just as do their counterpart, their successors, the clergy of our present time. These modern ones have entirely ignored the teachings of Jesus and the apostles; and by so doing they have kept the people in ignorance of the truth concerning the kingdom of heaven. Their predecessors, the

Pharisees, or doctors of the law, by their unfaithfulness in failing to teach the people the law that God gave to them through Moses thereby took away from the people the key of knowledge.

God had specifically set forth in His law what the Jewish people must do; and if they were ignorant of this, they could not obey.

When Jesus came He plainly told these clergymen of their unfaithfulness. In a scathing denunciation of them and their unfaithfulness, He said in Luke 11: 52: "Woe unto you, lawyers! for ye have taken away *the key of knowledge*: ye entered not in [the kingdom] yourselves, and them that were entering in ye hindered."

Here Jesus definitely shows that key is used as a symbol and symbolically means the power to open to others, given to those entrusted with its care a knowledge of God's way or plan of salvation. It does not mean supreme authority over the church by any means. Supreme authority over the church resides in Jesus Christ, who is the Head over the church, which is His body.

Now when Jesus told St. Peter that He would give him the keys of the kingdom of heaven, for the reason above stated St. Peter did not understand. Forty days after the resurrection of our Lord He met with His disciples on the side of the Mount of Olives, just before His ascension into heaven. There, as set forth in Acts 1: 4, He commanded that they should remain at Jerusalem until they received the holy spirit, as promised.

His words to them a short time before His crucifixion were: "When he, the spirit of truth is come, he will guide you into all truth." Then Jesus said unto His assembled disciples, just before his ascension: "Ye shall receive power, after that the holy spirit is come upon you; and ye shall be witnesses unto me, both in Jerusalem, and in all Judea, and in Samaria, and unto the uttermost part of the earth."—Acts 1: 8.

The disciples waited at Jerusalem. Ten days later when assembled together they received the holy spirit. It is written in Acts 2: 4: "And they were all filled with the holy spirit, and began to speak with other tongues, as the spirit gave them utterance."

Here was the time and place where St. Peter

received and used one of the keys. Here was the first time St. Peter understood what the Lord meant by committing to him the keys of the kingdom of heaven.

You will notice that the word "keys" is in the plural, which would signify more than one. The facts show there were two, in this: One he used with which to unlock to the Jews the great truths of God's plan; the other he used to unlock the same great storehouse of knowledge to the Gentiles.

The Lord had chosen St. Peter as His messenger for this purpose; and so on this occasion the Apostle Peter, begotten and anointed, illuminated with the holy spirit, began to perform this duty. Some of the Jews who heard the disciples speaking said that they were drunk. In Acts 2: 14 it is recorded: "But Peter, standing up with the eleven, lifted up his voice, and said unto them, Ye men of Judea, and all ye that dwell at Jerusalem, be this known unto you, and hearken unto my words; for these are not drunken, as ye suppose, seeing it is but the third hour of the day."

He then told them that the disciples were not drunk, but that this was a manifestation of the holy spirit. As shown in Acts 2: 22-40, St. Peter then and there told these Jews that Jesus of Nazareth was the Approved One of God; that He was the great Messiah, for whom they had looked; that the Jews had caused him to be put to death; and that God had raised Him up out of death and exalted Him to His right hand; and that this was the reason why the holy spirit was shed upon the disciples.

Then St. Peter says to the Jews: "Therefore let all the house of Israel know assuredly, that God hath made that same Jesus, whom ye have crucified, both Lord and Christ. Now when they heard this, they were pricked in their heart, and said unto Peter and to the rest of the apostles, Men and brethren, what shall we do? Then Peter said unto them, Repent, and be baptized every one of you in the name of Jesus Christ, for the remission of sins, and ye shall receive the gift of the holy spirit. For the promise is unto you, and to your children, and to all that are afar off, even as many as the Lord our God shall call. And with many other words did he testify and exhort, saying, Save yourselves from this untoward generation. . . . And they continued steadfastly in the apostles' doctrine

and fellowship, and in breaking of bread, and in prayers."—Acts 2:36-40, 42.

It was on this same occasion that St. Peter used the key to unlock to the Jews the mystery of God, that they might know the way to the heavenly kingdom. He further said (Acts 3: 18-26):

"But those things, which God before had shewed by the mouth of all his prophets, that Christ should suffer, he hath so fulfilled. Repent ye therefore, and be converted, that your sins may be blotted out, when the times of refreshing shall come from the face of the Lord; and he shall send Jesus Christ, which before was preached unto you: whom the heaven must retain until the times of restitution of all things, which God hath spoken by the mouth of all his holy prophets since the world began. For Moses truly said unto the fathers, A prophet shall the Lord your God raise up unto you of your brethren, like unto me; him shall ye hear in all things whatsoever he shall say unto you. And it shall come to pass, that every soul, which will not hear that prophet, shall be destroyed from among the people. Yea, and all the prophets from Samuel, and those that follow after, as many as have spoken, have likewise foretold of these days. Ye are the children of the prophets, and of the covenant which God made with our fathers, saying unto Abraham, And in thy seed shall all the kindreds of the earth be blessed. Unto you first, God, having raised up his Son Jesus, sent him to bless you, in turning away every one of you from his iniquities."

It was on this same occasion that Peter for the first time understood what the Lord had meant when He said: "Upon this rock I will build my church." We know this because upon this occasion, speaking to the same company of Jews Peter said (Acts 4:10-12): "Be it known unto you all, and to all the people of Israel, that by the name of Jesus Christ of Nazareth, whom ye crucified, whom God raised from the dead, even by him doth this man stand here before you whole. This is the stone which was set at nought of you builders, which is become the head of the corner. Neither is there salvation in any other: for there is none other name under heaven given among men, whereby we must be saved."

There is nothing in these words to indicate that Peter himself was given supreme authority

over the church; but his words, on the contrary, show that the Lord is the chief one, and the one who has authority, and who is the foundation.

Now even the apostles for some time thought that the Jews only were the ones to receive the gospel. For three and one-half years the teaching of the gospel of the kingdom of God was confined to the Jews alone. But in the Lord's own due time He showed Peter what he must do; and that the time had come for him to use the other key to the kingdom of heaven and to unlock this mystery to the Gentiles, that they too might have an opportunity to follow in the footsteps of Jesus, and enter the kingdom. They could not follow the Lord's footsteps until they had the knowledge.

St. Peter was on this occasion stopping at the house of Simon the Tanner, at what is now known as Jaffa, Palestine. There while asleep the Lord gave him a vision in a dream, and revealed to him that it was time for him to carry the message of the kingdom of heaven to the Gentiles.

For some time Cornelius, a Gentile, had been praying to God. Cornelius resided at Cæsarea. He was a devout man. He had a vision in which God said to him: "Thy prayers and thine alms are come up for a memorial before God. And now send men to Joppa, and call for one Simon, whose surname is Peter."—Acts 10:4, 5.

These men called on Peter, who accompanied them to Cæsarea. The humility of Peter here is very beautiful and in keeping with a true Christian. It is not uncommon for some who claim to be St. Peter's successors to have the multitude bow before them, and kiss their hand, and even kiss their foot. Such seems to be the desire of selfish men to have homage paid to them.

How different was St. Peter! Doubtless he went afoot over the dusty paths. He journeyed to Cæsarea to see Cornelius. He did not have Cornelius come and wait outside of his door all night, and then be admitted next morning to kiss his toe. The record reads in Acts 10: 25, 26: "And as Peter was coming in, Cornelius met him, and fell down at his feet, and worshipped him. But Peter took him up, saying, Stand up; I myself also am a man." Thus he refused to permit a man to worship him. This is one

man who Catholics say was the first pope and who refused to let man bow down to him.

Cornelius then repeated what the Lord had shown him. In Acts 10:34-44 we read: "Then Peter opened his mouth, and said, Of a truth I perceive that God is no respecter of persons: but in every nation he that feareth him, and worketh righteousness, is accepted with him. The word which God sent unto the children of Israel, preaching peace by Jesus Christ: (he is Lord of all:) that word, I say, ye know, which was published throughout all Judea, and began from Galilee, after the baptism which John preached; how God anointed Jesus of Nazareth with the holy spirit and with power; who went about doing good, and healing all that were oppressed of the devil: for God was with him. And we are witnesses of all things which he did, both in the land of the Jews, and in Jerusalem; whom they slew and hanged on a tree: him God raised up the third day, and shewed him openly; not to all the people, but unto witnesses chosen before of God, even to us, who did eat and drink with him after he rose from the dead. And he commanded us to preach unto the people, and to testify that it is he which was ordained of God to be the Judge of quick and dead. To him give all the prophets witness, that through his name whosoever believeth in him shall receive remission of sins. While Peter yet spake these words, the holy spirit fell on all them which heard the word."

Thus did the Apostle Peter use the two keys which the Lord had committed unto him to unlock to Jew and Gentile a knowledge of the divine plan that leads devout and faithful men into the heavenly kingdom. That he was chosen for this purpose is made clear by his own words when on a subsequent occasion he said, as recorded in Acts 15:7: "And when there had been much disputing, Peter rose up, and said unto them, Men and brethren, ye know how that a good while ago God made choice among us, that the Gentiles by my mouth should hear the word of the gospel, and believe."

These words of St. Peter show conclusively what was understood by keys; namely, that the Jews and Gentiles both should have unlocked for them the mystery of God and should hear the message of God's kingdom first through Peter.

Now if the learned cardinal was mistaken

when he said that supreme authority was committed to St. Peter, then surely he is mistaken in saying that St. Peter has any successors and that any other man on earth has ever had supreme authority over the church. There is no scripture in the Bible that says that St. Peter has any successors whatsoever; and we ought not to wish to clothe men with authority which the Lord has not given them. Those who have done so have ignored the provision the Lord has made for those who love and serve Him.

Forgiveness of Sins

IT WILL be recalled that our Lord said on this same occasion to St. Peter: "And whatsoever thou shalt bind on earth, shall be bound in heaven; and whatsoever thou shalt loose on earth, shall be loosed in heaven." This latter part was not confined to St. Peter alone; for the Lord Jesus spoke the same words to the other disciples, as is plainly set forth in Matthew 18:18 as follows: "Verily I say unto you, Whatsoever ye shall bind on earth shall be bound in heaven; and whatsoever ye shall loose on earth shall be loosed in heaven."

The Apostle Peter subsequently showed what he understood the meaning of these words to be when he said: in Acts 10:43: "Whosoever believeth in him shall receive remission of sins."

Plainly what was intended to be conveyed by the words of Jesus is this: That the Lord would so control the minds of the disciples by His holy spirit that whatsoever they wrote concerning His plan would be correct, and that therefore the people might confidently rely upon the words of the disciples. This is another way of stating that these men wrote by inspiration of the holy spirit.

The holy spirit means the invisible power of God operating upon the mind of one devoted to Him and using such minds in the way that He desires.

Here were Peter and the other disciples, devoted to the Lord. At Pentecost they were begotten and anointed with the holy spirit. They were clothed with this authority and power. They afterwards wrote the gospels and the epistles of the New Testament; and in doing this their minds were guided by the Lord so that their words are to be taken as the Lord's words. These men spoke with authority. What they wrote while on earth is confirmed by the

Lord in heaven. These men, under the direction of the Lord, laid down plainly the rules that mark the way that every one must follow in order to reach the kingdom of heaven.

Now from these disciples we have learned that he who would become a Christian must first realize that he is a sinner and believe that Jesus Christ is his great Redeemer; that then if he consecrates himself to do God's holy will, the Lord Jesus imputes to him the merit of his own sacrifice, and God justifies him. From these disciples we learn that justification comes by faith in the blood of Jesus. (Romans 5:9) We are justified by faith. (Romans 5:1) We are justified by grace. (Romans 3:24) "It is God that justifies."—Romans 8:33.

Justification means to be made right with God. It means therefore that the Adamic sin has been removed from the Christian by Jehovah Himself, who sits as the great eternal Judge to determine who is right; and the basis for His decision is the merit of Christ Jesus' sacrifice.

This authority was never committed to any man. Surely the Lord has not conferred upon any man on earth since the time of the apostles the power to forgive sins. We are not left in doubt about this; for St. John plainly says (1 John 2:1, 2): "My little children, these things write I unto you, that ye sin not. And if any man sin, we have an advocate with the Father, Jesus Christ the righteous: and he is the propitiation for our sins; and not for ours only, but also for the sins of the whole world." Where-

in then does any man obtain power and authority to hear confession and absolve men from sin?

The Lord Jesus is the Advocate of the church before the great throne of Jehovah; and the same apostle, in 1 John 1:9, says: "If we confess our sins, he [God] is faithful and just to forgive us our sins, and to cleanse us from all unrighteousness."

The apostles never permitted anybody to worship them. No other man has any authority to be worshiped by men, and he who permits it is doing violence to the truth and dishonoring God. The Lord Jesus always honored His Father and never claimed honor Himself. We should follow His example in this regard. The prophet in Psalm 29:2 says: "Give unto the Lord [Jehovah] the glory due unto his name, worship the Lord in the beauty of holiness."

Do we not see then that to wrest the Scriptures for the purpose of teaching that a human being on earth is clothed with power and authority to receive the homage of men, to forgive their sins, and to authoritatively act as the vicegerent of Christ, is wholly wrong? Do we not see that this takes away from Jehovah the honor which is His due? What every honest persons wants to do is to honor God and to honor the Savior of men, the Lord Jesus Christ. If men claim such honor then let them do so; but let him who desires to please the Lord follow the Lord's Word, and if he is governed by that he will receive the blessing which the Lord has in store for them that love and obey Him.

The Master By William E. Brooks, in *The Continent*

A camel-driver from far Babylon,
Came hurrying to his comrades by the fire,
Warming the inn-yard in Capernaum,
With eager face to tell about the Man
Whose words had stirred him:

"After we had supped
I left you telling each the ancient tales
I heard in every inn 'twixt here and home,
And wandered off to see this Galilee.
I passed the narrow street and reached the shore,
Where lay the fishing boats and where a crowd
Had gathered round a Teacher as he spoke,
Leaning at ease upon an upturned boat,
His feet upon the stones, and on his face
The golden glory of the setting sun.
They had no fear of him, that eager crowd,
Clustered upon the beach or on the boats;
I saw a baby leave its mother's arms,
And toddle toward him, clutching at his robe,
And the Teacher stooped and stroked its tangled hair,
Then picked it up and held it to his breast,
He was so different from our holy men,

He seemed a comrade, near to every one.
As though he held each man close by the hand,
Their eyes intent upon him as he talked
Their weary hearts upleaping to his words. . . .
I never heard a man that spoke like him,
A new and sudden glory filled the place,
A gleam of light, a glimpse of open sky,
And hope and cheer and peace for all the world.
What did he say? I scarcely understood.
He talked about a kingdom that would come,
Where men would dwell as brothers and all fears
Would fade and pass as stars before the dawn. . . .
I thought of all the crowded little towns
In all the lands of all my wanderings,
Where men swarm, helpless in some tyrant's hand. . . .
The kings of earth will fear before his words,
For men no more will be content to live
Like beasts that swelter in malignant sties
When they have heard him call them sons of God.
Such words will rouse them to their heritage,
And wars and lords that fatten on men's blood
Will pass in that new day that is to be. . . .
You jest! You mock! But I—I heard the Man!"

STUDIES IN THE "HARP OF GOD" (JUDGE RUTHERFORD'S LATEST BOOK)



With issue Number 60 we began running Judge Rutherford's new book, "The Harp of God", with accompanying questions, taking place of both Advanced and Juvenile Bible Studies which have been hitherto published.



"While the selection of the new creation began with the baptism of Jesus, God had foreordained long in advance that there should be a church, of which Jesus Christ is the Head. St. Paul wrote: "According as he hath chosen us in him before the foundation of the world, that we should be holy and without blame before him in love; having predestinated us unto the adoption of children by Jesus Christ to himself, according to the good pleasure of his will, to the praise of the glory of his grace, wherein he hath made us accepted in the beloved. In whom we have redemption through his blood, the forgiveness of sins, according to the riches of his grace; wherein he hath abounded towards us in all wisdom and prudence; having made known unto us the mystery of his will, according to his good pleasure which he hath purposed in himself."—Ephesians 1:4-9.

"The world referred to here means the social and political order existing from the time of the Flood until the coming of the Lord's kingdom, and is designated in the Scriptures as the present evil world. St. Paul therefore says that before the foundation of this world God made provision for the choosing of the members of the church. He did not choose the individuals, but He predestinated or foreordained that there should be such a church or new creation, and that these should be adopted as His children through His beloved Son Jesus Christ, and should become the members of His household, and that these should be made in the image and likeness of Christ Jesus the Head. (Romans 8:29) As we view the experiences through which Jesus passed, we may expect to find that the body members would have similar experiences; and this we do find.

"Fifty days after the resurrection of Jesus was the day of Pentecost. There went forth the call to the remnant of the Jews to come unto the Lord, accept Jesus as their Head, be transferred from Moses into Christ and become the members of the 144,000, constituting the church. A call means an announcement or an invitation. The call here signified an announcement of God's purpose of electing the members of the church and an invitation to those of the right heart con-

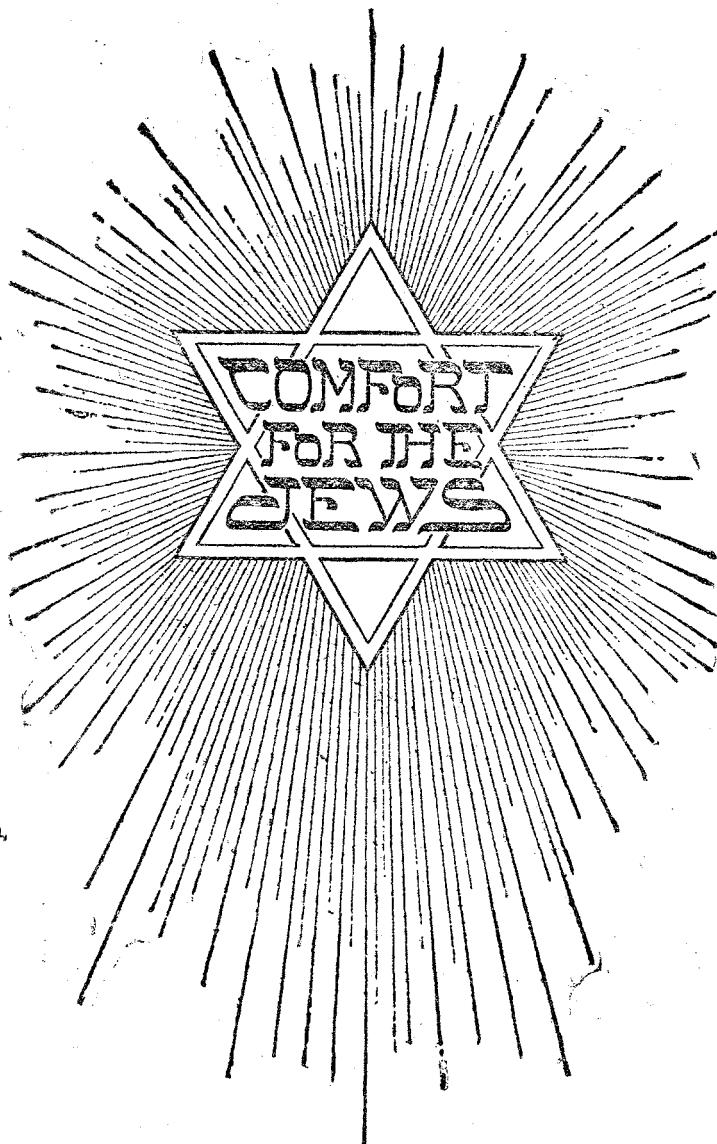
dition to accept that invitation. Many were called, but only a few responded to that call and were chosen. (Matthew 22:14) For three and a half years this call was confined to the Jews, at the end of which time Cornelius, the first Gentile, was granted the gospel. He heard, believed on the Lord, fully consecrated himself to do God's will, and was accepted. (Acts 10) From that time forward the call has been general to any one who might desire to respond to the terms and follow in the Master's footsteps.

"For this purpose the gospel has been preached, that men might know of the plan of God and understand that He is selecting the church. Men of worldly wisdom have given no heed to the gospel. To them it has been foolishness. And so St. Paul wrote: "For after that in the wisdom of God the world by wisdom knew not God, it pleased God by the foolishness of preaching to save them that believe. For the Jews require a sign, and the Greeks seek after wisdom; but we preach Christ crucified, unto the Jews a stumblingblock, and unto the Greeks foolishness; but unto them which are called, both Jews and Greeks, Christ the power of God, and the wisdom of God. Because the foolishness of God is wiser than men; and the weakness of God is stronger than men."—1 Cor. 1:21-25.

QUESTIONS ON "THE HARP OF GOD"

- Did God predestinate or foreordain a new creation? Give Scriptural proof. ¶ 472.
What is meant by the word "world" as used in Ephesians 1:4-9? ¶ 473.
Should we expect the body members to have experiences similar to those of Jesus? ¶ 473.
When was the day of Pentecost? ¶ 474.
What call went forth to the Jews from that time? ¶ 474.
What is meant by the call? ¶ 474.
What did Jesus say about the number called and chosen? Give Scriptural proof. ¶ 474.
How long was this call confined to the Jews? ¶ 474.
Who was the first Gentile to receive the gospel? Give the Scriptural account. ¶ 474.
Thereafter to whom did the call extend? ¶ 474.
Why has the gospel been preached? ¶ 475.
How has the gospel appeared to worldly-wise men? ¶ 475.
What did St. Paul say about the wisdom of this world and the wisdom of God? ¶ 475.

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