

The Christian Messenger.

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The BAPTIST QUARTERLY REVIEW, April, May, June, 1882.

The following is the list of its contents:—

1. John Tauler, a sketch of the fourteenth century, by Rev. George B. Dew.
2. The Divorce of Spirituality and Integrity, by C. B. Crane, D. D.
3. The Decline of Infant Baptism, by Henry C. Vedder.
4. The Damathat; or Buddhist Laws of Menu, by Rev. W. H. Sloan.
5. Popular Elements in Christ's Preaching, by Dr. Phelps.
6. The Old Testament in the Jewish Church.

The first of these articles is a notice of one of the great evangelical preachers of the fourteenth century. Whilst profound darkness reigned in the church of that day, Tauler boldly preached the gospel. He belonged to the order—or denomination as we should now say—of "the Friends of God,"—a party of preaching friars of the Dominican order. When the regular clergy had come to live scandalous lives, and even the ladies in the wealthy nunneries openly indulged in sinful courses, Tauler and his associates spent their lives in trying to reform the church. He was born in Strasburg in 1290, and died in 1361.

The second is a very readable article on the great necessity of the practical part of religion being closely connected with the emotional, and vice versa. After giving several illustrations of various types of doubtful professors, the author remarks:

"After meeting such men and women, would you not feel like saying Amen to this remark of a witty clerical friend of mine? 'I hear a deal about the higher Christian life; I would be quite content if people would live the lower Christian life better than they do.'"

The third article on

"THE DECLINE OF INFANT BAPTISM," shews by reference to their own published documents that there is a growing disregard of this rite so much contended for among all denominations of Pedobaptists—that amongst Episcopalians, Presbyterians, Methodists, and Congregationalists there are many congregations where it is never observed, and others where it is but seldom attended to. The writer says:

"From the facts and figures that have been given above, the following general summary may be deduced:—1. The statistics of each of the leading Pedobaptist bodies show a great falling off in the number of infant baptisms from the practice of fifty years ago. 2. Among the Episcopalians, the ratio of infant baptisms to communicants has decreased from one in seven to one in eleven; among the Reformers, from one in twelve to one in twenty; among the Presbyterians, from one in fifteen to one in thirty-three; among the Methodists, from one in twenty-two to one in twenty-nine; among the Congregationalists, from one in fifty to one in seventy-seven. These facts appear to me to warrant a few general conclusions, namely:

1. The practice of infant baptism is declining so rapidly that, unless the decline shall be arrested in some way that can not now be foreseen, there is need of little prophetic gift to announce its practical extinction at no distant day. If the present tendency of things continue for another twenty-five years, it will be extinct among the Congregationalists, and nearly so among the Methodists and Presbyterians. The Episcopalians may be expected to resist this tendency of things more successfully than any other body, but there is no reason to suppose that they will ever be a relatively stronger denomination than they now are. The Reformed Church is fast merging into the Presbyterian, and may cease to exist as a separate body in another fifty years.
2. This declension of practice must be ascribed to a co-extensive and contemporaneous change of conviction among Pedobaptists regarding the nature of infant baptism. If it were still regarded as an ordinance, that every Christian parent was bound to observe on pain of disobedience to his Lord, there would be no such laxity. The same Churches that neglect infant baptism duly observe the Lord's supper, and baptize (administering what they regard as baptism) every unbaptized adult who unites with them on a profession of faith.

A few godly Pedobaptist parents have so far attained to the truth that they see baptism to be an act of personal obedience to Christ, a condition that can be met in no way but by the conscientious act of the person baptized. They, therefore, deliberately decline to

deprive their children of the privilege of obeying Christ for themselves, by having a meaningless and empty rite performed over them in their unconscious infancy. Views like these may be trusted to propagate themselves from generation to generation.

3. The influences that have brought this change to pass are very many, but chief among them may be named "the attrition of Baptist friction." For more than five centuries Baptists have maintained an unflinching protest against the substitution of the tradition of men for the commandment of God. On whatever other points of doctrine they may have differed, or in whatever else they may have deviated from the true standard of faith and practice, on this point they have been a unit. They have insisted that the Churches of the Lord Jesus Christ should consist only of those who give credible evidence of regeneration through personal faith in him, and have been baptized on a public profession of their belief. That faithful testimony, sealed with the blood of many martyrs, is at length bearing fruit. To God and His Word be the glory."

Article five on "POPULAR ELEMENTS IN CHRIST'S PREACHING,"

will, we presume, be read with avidity by preachers. One of the leading points of the writer is that our Lord, in His preaching, freely used similitudes.

"It was not altogether in the wonderful truths he uttered, but something in his manner of presenting them that led the people to declare that never man spake like him. Simplicity and directness characterized his instructions. Often children must have been among his most interested hearers, so clear were his unfoldings of truth, so simple and pertinent were his illustrations of it. He talked to the crowds that hung upon his lips. He answered the questions of sincere inquirers. His direct and pointed rebukes were meted out to those who deserved them. Occasionally his denunciations and warnings were terrible; but oftener he was lovingly and tenderly persuasive. He invited the weary and the heavy laden to the rest and peace he alone could give.

This method of preaching, so common in the ministry of our Lord, was unquestionably a powerful element of His popularity. Ordinary hearers listen to illustrations, metaphors, and comparisons with interest and profit, when dry reasoning and commonplace sentiments fail to hold their minds or affect their hearts. After preaching, a young minister asked an experienced one what he thought of his discourse. 'Your sermon,' he replied, 'has a serious defect, there are no *likes* in it. When Christ preached, he said the kingdom of heaven is *like* this and *like* that.' We are all pleased with appropriate imagery in sermons. It meets a want in our minds; it attracts and interests the young; it gives liveliness and force to argumentation; it is food for the memory; it is inspiration for the heart; it drives in the nails of truth. All great and successful preachers have freely used it, and found it an element of attraction and power."

WHAT DOES IT MEAN?—The *Wesleyan*, in an article on the Religious census of the Dominion, says:—

"The Baptist bodies were the same in 1871 and 1881, namely:

	1871.	1881.
Baptists.....	165,238	225,236
Free will Baptists.....	60,507	50,055
Tunkers.....	11,445	21,234

It may be that the editor means merely that there have been no alterations in the combinations, but his way of putting it might be misleading to those who did not compare the figures.

The *Baptist Nation* is a new venture in periodical literature just begun at Washington, about half the size of the New York and Boston Baptist papers, at \$1.50 a year. It gives a good summary of church news, and has valuable articles by able writers. It is not doubtful what views it proposes to set forth, but speaks out plainly on matters of denominational interest. A few items from it in another column will interest our readers.

Mr. J. W. WHITMAN, of Emerson, will accept our thanks for a copy of the pamphlet of 72 pages, "Emerson, Manitoba, and her Industries." It is well got up, and a credit to the press of Winnipeg.

A letter from Rev. J. McLaurin, dated Poona, India, March 7th, says he and Mrs. McL. arrived at Bombay on the 25th of February, and were going thence to Madras by rail. Poona is on the line of railway, and 1,800 feet above the level of the sea. They were both in good health and spirits—

RAILWAYS.

It was no doubt a vast stretch of the poet's imagination for Shakespeare to make "Robin Goodfellow" say:

"I'll put a girdle round the earth In forty minutes."

No one could then have dared to suppose that the day would arrive when the statement would become a mere truism—in reality a far too modest declaration of the fact as it is to-day presented to us in the wonderful achievements of the Electric Telegraph.

Little less marvelous have been the gigantic strides made in the introduction and construction of Railways during the past half century. The Railway has indeed been an important factor in the accomplishment of the great objects of our age—to shorten distance, save time, and economize labor.

That was a notable event in history when the first railway of any magnitude—that between Liverpool and Manchester, G. B., was opened to the public on Sept. 15th, 1825. It is almost amusing to read the many serious objections which were put forward by the wise oracles of that time to obstruct the progress of the great enterprise.

It was alleged that vested interests would be interfered with, the breed of horses would be destroyed, coachmen, guards, post boys and ostlers, were to be annihilated as a race, and society convulsed from one extremity of the country to the other. Parliament was besieged with petitions, and even physical force was employed to crush out the "evil" as it was called in its infancy. Claims for damages, of the most ridiculous nature, were set up. One man claimed compensation because his horses, when in the stable, were frightened by the noise of the trains, and kicked each other; and a farmer sent in a claim because his cows would not give so much milk. Even some large towns objected to the passage of the Railway in their neighborhood, fearing that the lives of the people would be endangered.

Notwithstanding these and many other prognostications of evil, the great advantages of the Railway were quickly recognized. The "iron horse" has become a power in developing the resources of the world and promoting the welfare and happiness of mankind. To-day mountains are pierced and chasms are bridged where these obstruct the onward march, and the immense Railway system may now be said to encircle the earth with its iron bands.

CANADIAN RAILWAYS.

Canada owes her first railway as well as her first steamboat to Montreal. In 1827, a railway sixteen miles in length was opened, connecting La Prairie, on the St. Lawrence, with the town of St. John's, costing the modest sum of \$200,000. Ten years later, the great Victoria Railway Bridge, which spans the St. Lawrence at Montreal, was projected. It was opened by H. R. H. the Prince of Wales during his visit to this country. This gigantic structure stands to-day a monument of Canadian enterprise and a marvelous triumph of scientific and engineering skill.

The growth and development of railways in Canada is best shown by the following facts which we glean from the Blue Books lately issued from the Department of Railways and Canals, at present in charge of Sir Charles Tupper:

At the end of last June there were 10,506 miles of railway in operation and in course of construction in the Dominion. This is 2,198 miles more than reported the previous year. The amount of money invested in this great enterprise, in capital, public grants, subsidies, etc., etc., reaches the enormous sum of \$371,051,192.42, an increase of \$18,234,507.89 over the capital reported as invested in the railways last year. The number of passengers carried was 6,943,671, against 6,462,948, or an increase of about 7½ per cent. for the past year. The amount of freight handled was 12,065,323 tons, an increase of about 21½ per cent. over the previous year. The net profits arising from this enormous traffic, reached the sum of \$7,866,091, an increase of \$1,145,349 over the profits of the previous year's business. The net earnings of the year were

equal to the payment of a dividend of 2.79 per cent. upon capital stock, not including public grants, subsidies, etc., etc.

These statistics indicate in some measure the rapid growth of our immense railway system. Its influence is far-reaching, affecting in its various ramifications every interest and every part of the country, assisting largely in developing our many and varied resources, and conducing much towards the general prosperity.

RAILWAY ACCIDENTS.

By a singular coincidence, the opening of the first railway in England was the occasion of an accident by which one man—a prominent politician of that day lost his life. This awakened a fierce opposition against all railways which was only allayed when it was proved by carefully compiled statistics and some years' experience, that the number of accidents in proportion to the number of passengers carried and the distance travelled, was ten times as many in the case of coaches as in that of railways.

Many sad and deplorable accidents have occurred, and continue to occur on railways as in every other mode of travel. The best efforts of science are united with experience in the laudable aim to reduce the number to the minimum.

The report before us gives a comparative statement of accidents which have occurred on Canadian Railways during the past two years and their various causes. The number killed last year was 99, or 1 in 991,953 of persons carried, against 1 in 646,264 the year before; and the proportion injured was 1 in 385,759, against 1 in 359,053 in the previous year. This indicates an improvement in this respect which we trust may continue. More than half of all the accidents were caused by people carelessly walking or being on the railway track.

Sir Charles Tupper in debate on Saturday last in the House of Commons said: "It is a source of gratification to me that in three years, notwithstanding the great number of persons carried such long distances over the Intercolonial Railway, not a single passenger has lost his life."

A NEW BRITISH KINGDOM.

The aggressive spirit and enterprise of the Anglo-Saxon race is ever asserting itself. The trading Englishman is always on the alert for new worlds to conquer—not with that burning thirst for power and glory which inspired the heroic Macedonian, but his heroism is chiefly exerted in fighting hostile tariffs and in opening up new channels for English commerce. The conquest of India was begun by private enterprise, and the present Colonial possessions of the vast British Empire in all quarters of the globe are largely the result of the courage, the activity and the perseverance of the British citizen—the enterprising merchant.

The latest development of this irrepressible spirit of enterprise and discovery, is found in a region so remote as the Malay Archipelago. A company of adventurers—English traders—established themselves a few years ago in the northern part of the Island of Borneo. More recently a Royal charter has been granted to them, in virtue of which a large portion of this rich, spicy and beautiful island, has been transformed into an important British Colony.

It appears that a system of domestic servitude exists among the tribes on this Island, and this slavery is recognized and provided for in the Royal charter of the company. This question of the implied sanction to the maintenance of slavery under the protection of the British flag as well as the general policy of acquiring further large additions to the territory of the Empire, was made the subject of an interesting discussion recently in the British Parliament. It was shown that ample provision had been made in the charter for discouraging, as far as possible, the existing state of slavery, and its ultimate abolition; and also that there was a general disposition to embrace the opportunity for acquiring a new and valuable kingdom in the far east, with all its advantages and responsibilities. The action of the Government was sustained by a large majority.

As an enlightened Christian nation, England cannot properly shrink from bearing her share in the task of reducing the world to order. Her mission is to elevate and bless the world. The missionary will follow in the footsteps of the merchant to Borneo, and the people who now sit in darkness, will receive alike the blessings of civilization and religion.

REV. W. F. BAINBRIDGE'S MISSION TOUR.

Rev. W. F. Bainbridge, of Providence, R. I., after completing his mission tour round the world, has gathered up the results of his observations and reflections and presented them to the public in a very useful book of nearly six hundred pages. We hope our ministers and the members of our churches generally will study it. It is full of information and stimulating suggestions. The style is sometimes careless. It would have suited our taste better, if the substance of the first few chapters had been condensed into one. But the remaining twenty-six chapters are so full of valuable material, and the spirit of the writer is so excellent, that we can only commend the work as a whole. It is unfortunate that the maps in the book are so confused and trying to the eye. The reader will be better satisfied with the maps in Calkin's Geography.

Mr. Bainbridge proceeded by the way of San Francisco to Japan, China, Siam, Burmah, India, Persia, and westward through Europe. He was kindly received at the stations of missionary societies of various denominations, and thus enjoyed opportunities for observing the methods and results of missionary labor such as have fallen to the lot of but few travellers. As the writer made this journey at his own expense, he was at liberty to see with his own eyes and exercise his own judgment. In consequence of this, we have a book that will be counted among the most useful in the large class of missionary literature.

The reader of this volume will find that it has been written by one who is in thorough sympathy with his subject, and who has a keen eye for the practical side of affairs. The opinions of the author on the various phases of mission work will be found to be cautious and sound. The views presented in regard to buildings for missionaries, the superintendence of missions, Women's Aid Societies, and the employment of female missionaries, and the helpfulness of independent missionaries will be generally accepted as just. The economy of permitting missionaries to return home at regular intervals is clearly shown. The questions relating to education in connection with mission work, and also the study of English in the mission schools are discussed with candor and discrimination. The chapters on China will give the reader a very clear idea of the social and religious condition of the millions in that country. The practical effects of Buddhism, as they are exhibited in this book, stand out in bold contrast with the views of the system that have of late been promulgated so industriously by a certain class of writers. The chapters on India are, also, very valuable. Mr. Bainbridge believes that the influence of England in Asia is to be greater in the future than it has been in the past. In his view, the Governments of Persia and Turkey have outlived their usefulness and ought to give place to some power that will maintain a just authority and develop the rich material resources of those countries. The statements concerning Arabia are more encouraging than many of us would expect, and the belief is expressed that Mohammedanism will prove to be a prophet in the wilderness preparing the way for Christ's kingdom.

One of the most pleasing features of the book is the comparison, which appears on almost every page, between the missions of different societies. We are surprised to find that so much has been accomplished by various organizations. It would appear that the representatives of these different denominations work together in harmony and Christian fellowship. The discouragements and weariness of missionary labor are made to appear with great clearness. The reader of this book will be able to form some just conception of the

nature of the obstacles in the way of the dissemination of the Gospel that are created in China by the fong-shway and in India by caste. Such systems will not yield to any sudden attack, they must be overcome gradually.

In again urging our readers to make themselves familiar with the contents of this volume, we ask them to bear in mind the conclusion of the writer, that "the question of missions to-day is a prayer question." It is not by commerce, nor education, nor philosophy, nor preaching in itself that the kingdom of God is to be established among these idolatrous people; but this must be done by the manifestation of the Spirit of God in answer to prayer.

Rev. J. McLaurin, speaking of this book says: "They—Mr. and Mrs. Bainbridge—have been writing some books since they went home. The day, before I started on this trip, 'Around the World of Christian Missions' and 'Round the World' came to us. I read the first while on the boat. I sincerely hope as many as can will get the work and read it. It will be both instruction and an inspiration. Mr. Bainbridge saw 1,000 Missionaries. The ladies will be delighted in reading Mrs. Bainbridge's 'Round the World'."

Our contemporary the *Canadian Baptist* says "a proposal has been made to change the Week of Prayer from the first of January to some other season of the year which is meeting with considerable favor."

It is further affirmed that "it is agreed on all hands that the present arrangement is not the best—that the time is unsuitable, both because it follows so closely the holidays and interrupts business men at the season when they are busiest. The Lenten suggestion is rejected as falling in with a superstition, and the claims of December, November, October, and even September, are separately insisted on. Country and city are at odds in the discussion, and it is asserted that the time that may be most favorable for the one may be the worst possible for the other. If any settlement is reached it must therefore be upon a compromise. Heretofore the arrangement has been made as if there was little praying outside the cities. Let the re-adjustment be based upon the recollection that bad roads, storms, dark nights of cold and tempest and the cheerlessness of country churches make January or any other mid-winter season a very poor one for those who are away from the streets and gas-lights. Some time in October or early November might be best for all." It is doubtful if the same degree of interest could be found in favor of any other week as there has been in that of the present arrangement—the first week of the year.

We are interested in the work that is being done by our brethren in the upper provinces, especially in what they are doing in the matter of Home Missions in Quebec. We perceive by the last issue of the *Baptist*:

Dr. Clark reports that the Board of the Convention East, met at the Olivet Baptist Church, Montreal, on the 12th of April, the President, Rev. A. H. Munro, in the chair. "Once more, though without vigilance and persistency on the part of the churches it will not continue to be so,—there was money enough to meet the appropriations of the quarter. Several important and encouraging things are to be said of the field;—one of which is that the pastors and churches are working well in the systematic endeavor to take care of the treasury; and another, that there is no lack of work to be done, and no prospect of any release from labor in future. Thankful that the brethren have the armor on, we still call them to put it on more vigorously, and to do their best."

After mentioning several stations and laborers, two of which are new churches, he concludes: "I would close as I began, with the strong reminder to the churches that we laid the foundation yesterday for a good deal of new work, and the foundation, unless watchfulness and zeal prevent it, for future debt and trouble. So let us sing in spirit, 'To the work! To the work!' and let us pick up all the loose ends, and attend to all the remote corners, and keep the work so well in hand that debt and trouble cannot overtake us. We are not very numerous, but if we are brave and busy we can do it."