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The Missionary Review of the World

AN ILLUSTRATED MONTHLY RECORD OF PROGRESS AND OPPORTUNITY IN WORLD-WIDE CHRISTIAN MISSIONS

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CONTENTS FOR SEPTEMBER, 1916

A Y. M. C. A. Tent (With the Troops in Mexico)	Cover
"Fuel for Missionary Fires" By Mrs. F. M. Gilbert	Back of Frontispiece
David Thompson of Japan	Frontispiece
Signs of the Times	
Federated Work in Japan	641
Korean Missions in Manchuria	642
Chinese Moslems Alarmed	643
After Two Years of War	643
A French Appeal for Unity	645
Work on the Mexican Border	646
Coming Events 647	
Advertising the Gospel in Japan (Illus.)	
By Rev. Albertus Pieters, D.D.	649
An Apostle of Christian Unity. The Life and Work of David Thompson, of Japan (Illus.) By Rev. Wm. Elliot Griffiths 655	
God—Men—Money By George Innes 661	
A Christian College in Egypt. Assiut College as a Factor in the Evangelization of Islam (Illus.) By President R. S. McClenahan 663	
The Revenge of Love in Turkey (Illus.) By Rev. S. Ralph Harlow 667	
A Visit to Picturesque Amoy (Illus.) By Mrs. William Bancroft Hill 675	
Churches on Wheels in the West (Illus.) By Miss Anna Edith Meyers 677	
God's Plan for Your Life By E. W. Fritchley 682	
To Persia Around the War Zone By the Late Rev. Samuel G. Wilson 683	
Christianity a Force in Japan By Rev. Sidney L. Gulick, D.D. 685	
Some Pointed Questions By Charles H. Maxwell 688	
Twenty Rich Years in China (Illus.) From a Missionary Viewpoint 689	
Department of Best Methods Conducted by Belle M. Brain.	
Recruiting for the Missionary Army	693
Appealing to the Heroic. By John R. Mott	694

The Joy of Sacrifice	695
A Recruiting Hour. By Mary Louise Daniels	697
Vocation Day	698
Rolls of Honor	699
The Order of Recruits	700
Editorials	
A Review of the <i>Review</i>	701
Breaking Home Ties	702
World-Wide Missionary News	
Use of Tracts in Japan	703
Korean Railway Y. M. C. A.	704
A Korean Men's Home Missionary Society	704
Reaching the Chinese Literati	705
Encouragement in West China	705
Peking Medical College Progress	706
Conquering Spirit Worship in Siam	706
Social Service in India	707
A "Sadhu" Standing All Day for Christ	708
The Way to Rich Moslems	708
A Heav'n's Idea of Baptism	708
Graduates of Robert College	709
Turkey and the Zionists	709
Armenian Workers in Arabia	710
British Missions to Jews	710
Scandinavian Book Mission	711
Work for Siberian Prisoners	711
A Busoga Christian Chief	711
Among the Jews of Tangier	712
An Unfinished Task in Africa	712
A Deputation to Ceylon	713
Gives Up Business for Missions	714
New Attitude Toward the Negro	714
Women's Conferences in Northfield	714
A Lesson in Church Giving	715
A Japanese View of America	715
Canada and Prohibition	715
Bibles for Troops and Mexicans	716
Warning Against Colporteurs	716
Successful Work for the Moros	716
Sunday-school Unites Forces in the Philippines	717
Obituary Notes	
Dr. C. A. Killie, of China; Bishop Eveland of Manila; Daniel Bliss of Syria; Rev. Dr. K. C. Chatterjee of India; Dr. R. Wardlaw Thompson of London; Bertha G. Johnson	718
Books on Missions and Mission Lands	
Japan and America, Crow; The Japanese Crisis, Scherer	719

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THE MISSIONARY REVIEW



OF THE WORLD



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Old Series

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New Series

■ SIGNS OF THE TIMES ■

FEDERATED WORK IN JAPAN *

ONCE a year, usually in January, the Conference of Federated Missions holds a session in Tokyo. It is probably the most comprehensive federation of Christian forces on any mission field. With but few exceptions, the Protestant Missionary bodies working in Japan are represented in the Federation. The total membership is fifty-one. The session continues for two days, and the matter brought before the conference, for the most part, consists of discussions and reports of committees.

Among the enterprises undertaken by the missions in cooperation and under the auspices of the Federation, are the Japanese Language School for missionaries, the School for Foreign Children, and the Christian Literature Society, and such publications as the

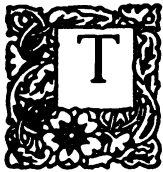
Christian Movement (a year book of missions in Japan), and the *Japan Evangelist*, a monthly magazine devoted to missions in Japan. Various committees also bring in annual reports on important aspects of the missionary situation. Such committees represent subjects relating to relief work, industrial welfare, education, Bible study, Sunday-school work, statistics, and temperance. Five members of the World Conference Continuation Committee of Japan are elected by this conference.

One matter of outstanding interest, occupying the attention of the last conference, was the proposed Christian University for Japan. The plan for founding a university under the auspices of Christian missions and churches has been under discussion for a number of years. There exists no doubt among Christians in Japan as to the need of a uni-

* From Rev. S. H. Wainwright, of Tokyo.

To Persia Around the War Zone

BY THE LATE SAMUEL G. WILSON, OF TABRIZ, PERSIA *



TO north Persia, the regular routes lie through Berlin, Vienna or Constantinople to the Caucasus. In these times of war the choice lies between the route to Archangel through the Arctic Sea and the one by Norway and Sweden. A third way is in process of being opened, which will give Russia a real gate to the unfrozen ocean at Alexandrovsk, whose harbor is open throughout the year.

At Christiania, in the last of November, we struck a cold wave and from there, through Stockholm and north through Sweden and down through Russia for nearly 3,000 miles, snow-covered landscapes were in view. We broke the ice at Christiania as we were carefully piloted through a mine field. But had we been delayed a few days, we would have met the severest weather of one hundred years, cold which cracked the thermometers and froze scores of ships fast in the ice.

At the border of Sweden the railway depot in Haparanda is separated from the Russian depot in Torneo by an unbridged river. This was frozen over, and roadways were marked by lines of fir trees stuck in the ice. The scene was alive with sleighs in great numbers, without bells, however. We enjoyed the sleigh ride in spite of the biting cold

so near the Arctic circle. Sunrise and sunset were very beautiful in this far North-land. It was interesting to see the Swedish Red Cross corps, men and women, drest in coats, caps, and overshoes of sheep skin—the thick wool protecting them as they moved about exchanging disabled Russian prisoners for Germans in the same condition, bringing the one and taking back the other with impartial care. A corps of British doctors and nurses were our companions in travel, going to the new Anglo-Russian hospital in Petrograd.

From Torneo our course lay diagonally across Russia from the northern extremity of the Gulf of Bothnia, through Finland, Petrograd, Moscow and Rostov, near the Sea of Azov to Baku on the Caspian. We must pass over the long plain north of the Caucasus range and skirt the shore of the Caspian because the railroad along the eastern shore of the Black Sea is not yet completed. The land journey is approximately 5,000 miles; three days from Christiania to Petrograd, three days further to Baku, and three days from Baku to the border of Persia at Julfa.

The Russians accepted the letter from the Ambassador and did not even open my trunk. Not a connection was missed nor a day's delay occur by the movements of forces or stores. Crowded trains occasioned the only inconvenience. The somewhat greater

* This last letter from Dr. Wilson was written under the Shadow of Mount Ararat, New Year's Day, 1916. Since then Dr. Wilson has passed away at his post of service in behalf of the destitute Armenians and Assyrians.—EDITOR.

frequency of squads of soldiers and of traveling officers, with a rather frequent Red-Cross sign on trains of wounded or on buildings were about all there was to indicate that this wide-flung empire is in a great war. Apropos of the multitudes of officers whose recent appointment has been necessary, the humor-loving censor will allow me to tell a harmless incident. A Russian priest was trying to get on a crowded tram-car on which were many officers. One of these said to him: "Why don't you ride an ass as your Master did?" The priest retorted as the car moved on without him, "So many of them are in uniform these days that there is none left for me to ride on."

I was pleased to get back to a real view of Asiatic life at Baku. Here Tartars and Persians meet one at every turn with their distinctive rimless hats. Their bazars or rows of small open shops are a striking feature of the Oriental part of the city. In Baku they are in interesting contrast to the well-built and well-fitted modern stores. Indeed this is a city of contrasts—the old, narrow, dusty lanes and the broad, well-paved streets; the hammol, or porter, with a great load on his pack-saddle, or the string of camels, wobbling along by the train of cars, or bringing loads to the many steamers in the harbor; the wall of the medieval fortress of the khans and the barracks of the Czar army; the ancient shrine of the fire worshipers with its deserted altar, where burned perpetually the sacred flame, a gift of Ormuzd from the ground, and the great oil gushers of modern times which have made Baku a city of millionaires. It is a city with wells flowing

with petroleum, but under the necessity of distilling its water from the sea; which has grown to a size of 200,000, with its water carted about in barrels, but at last aspires to a 30,000,000-ruble water plant.

In Baku and onward in Tiflis, Erivan and Etchmiadzin, my journey became one of activity, first in investigating the condition of the Armenian refugees from Turkey and then relieving their needs. These duties led me to visit and consult with Vortabeds and Bishops as well as with the Katholikos of the Armenians in his monastery shrine of Etchmiadzin. They brought me before ambassadors and princes, and even to the honor of an interview with the Grand Duke Nicolas, the viceroy of the Caucasus, who led the Czar's forces with such courage on the western front. Not only so, but they brought me into the hovels and stables of the mud-built villages of the Armenians, where the refugees are living in wretchedness, filth and foul odors, sustained in life by a dole of bread from the Committees, or by the kindly charity of the hospitable villagers, who have opened their rooms, their bake-houses, barns and stables to lodge the wanderers. Fortunate are those who have the bake-house as a lodging, for tho there is much smoke, there is heat; or those who are in the stables, for the steam heat from the oxen, buffalo and sheep make the absence of clothing and bedding endurable. As I listened to their terrible heart-rending tales of slaughter and flight, or dishonor and death, I, with them, thanked God for the benevolence of America, which helped in relieving their distress.